

AUG 18 '47

ATLANTIC FISHERMAN

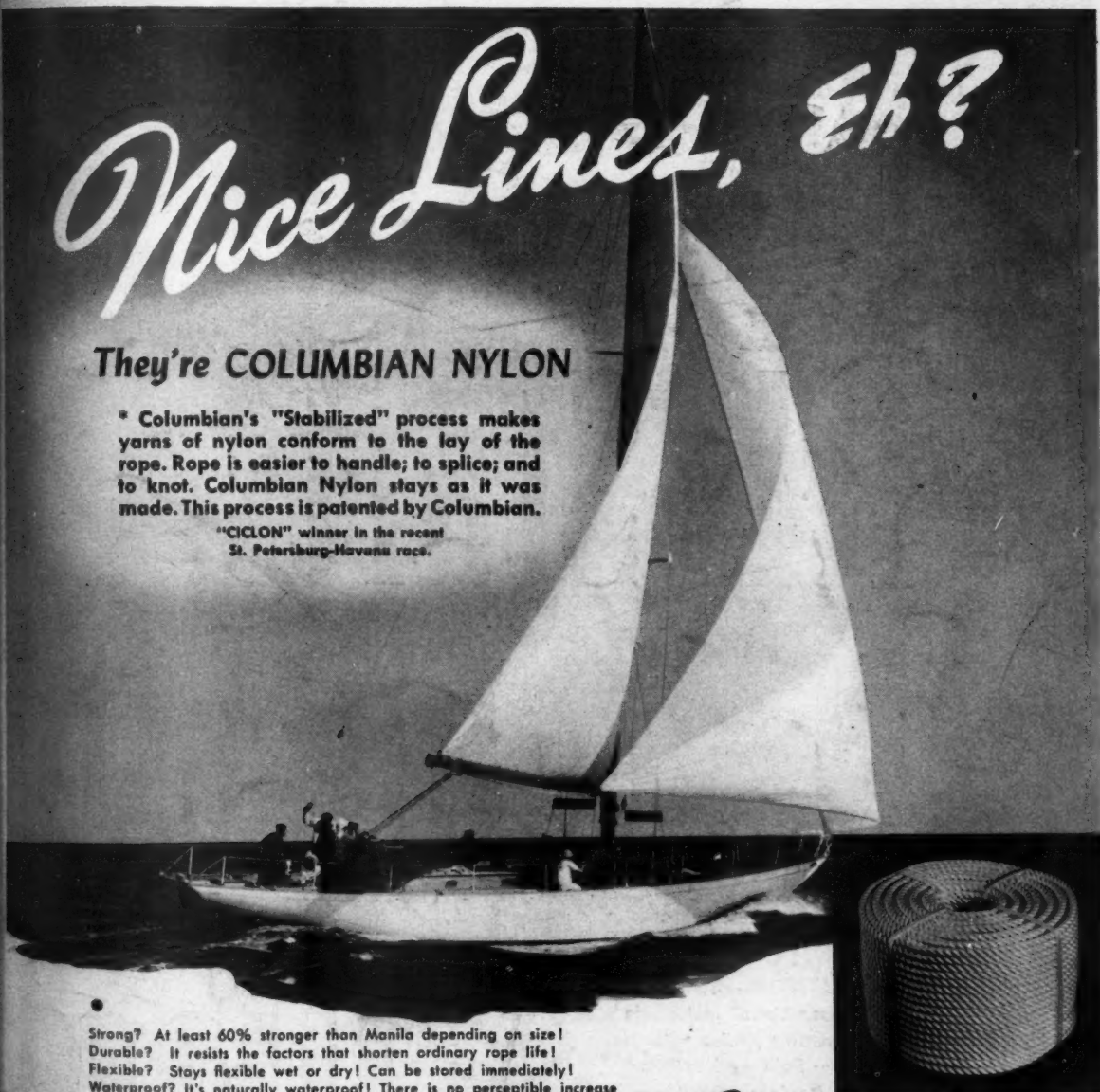
AUGUST, 1947

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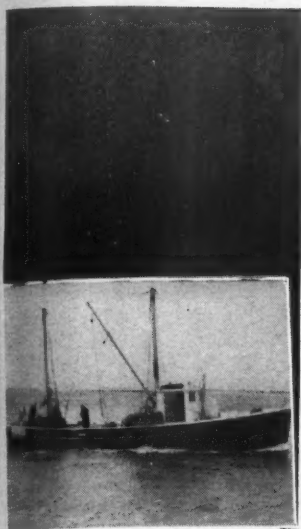
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The dragger *Mary Ann II*, owned by Captain John Larson of Barnegat City, N. J., is powered with a Model LM-600 Cummins Diesel Engine, driving through a Model MG-300 Twin Disc Marine Reverse and Reduction Gear.

This 60-foot dragger was built by the Stowman Shipyard, Inc., Dorchester, N. J. and went into active fishing service in December, 1946. Captain Larson has expressed himself as being well satisfied with the dependable performance of the Cummins Marine Diesel.

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Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes



P. G. LAMSON, *President*

GARDNER LAMSON, *Publisher*

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Conservation Requires Research

The problem of conserving the supply of fish on the North Atlantic banks has been receiving increased attention. The apparent scarcity of some species, particularly on nearby grounds, has caused much speculation and theorizing. Some people believe the grounds gradually are being fished out or depleted of their stocks. Others are of the opinion that the fish supply is at the low point of a cycle, and that greater supplies will reappear in due course, as has happened in times past.

The idea has been advanced that the constant dragging of trawl gear on the ocean bottom has damaged the feeding ground and that the fish have gone to new areas. There is also a belief that the fish may be swimming higher in the water, above the reach of the nets.

Various proposals have been made of ways to remedy the depleted conditions, including the use of larger mesh nets, and closing of certain propagation areas during the spawning season.

To be effective, any restrictions on fishing areas or regulations on type of gear would entail interstate and international co-operation and enforcement. In this connection it is significant that at the recent annual meeting of the Atlantic States Marine Fisheries Commission, it was proposed that an amendment be made in the compact under which the Commission functions, to provide for joint off-shore conservation zones. As for the international angle, it is interesting to note that Congress has just provided a fund of \$25,000 to enable the State Department to make investigations in connection with a proposed treaty designed to conserve North Atlantic fish.

Before considering conservation measures it is necessary to make a complete study of the problems and conditions involved. The Fish & Wildlife Service has done some commendable work in investigating the North Atlantic fisheries. However, the Service has lacked the facilities of a research vessel, and there are those who feel that further study of the fishing ground conditions and habits of the fish would be highly desirable.

Just how many fish can be taken from a certain area without too seriously affecting the future of the fishery is a problem that must be solved by research. Properly managed, the fish supply is practically inexhaustible.

Research in the fishing industry is unlike that of many other industries. It is more complicated than in the mining, lumbering, and agricultural industries where daily observations may be made. Here some relative idea of the stock on hand and the yield to be expected can be calculated with reasonable accuracy. But fish migrate from one area to another, they are beset with natural enemies, and their very existence often depends upon a food supply that is variable.

To meet such problems practically every large country has research vessels. Japan before the war had a total of 95 engaged in oceanographic studies. Many of them were literally floating laboratories and schools for training adequate personnel to meet demands of her fishing industry.

Russia has about 20 vessels in fishing research that operate from strategically located bases in the Pacific and Arctic Oceans and in the Baltic and Black Seas. Canada has at least five vessels, Australia and Norway two each. At the present time the United States does not have a research vessel, but one which

will be used for investigation of the Atlantic fisheries is now under construction.

In order to carry on thorough investigations of its fishery resources and to keep abreast of world fishery progress, this country must maintain adequate research vessel facilities. Only in this way, can the full development and protection of the United States fishing industry be assured.

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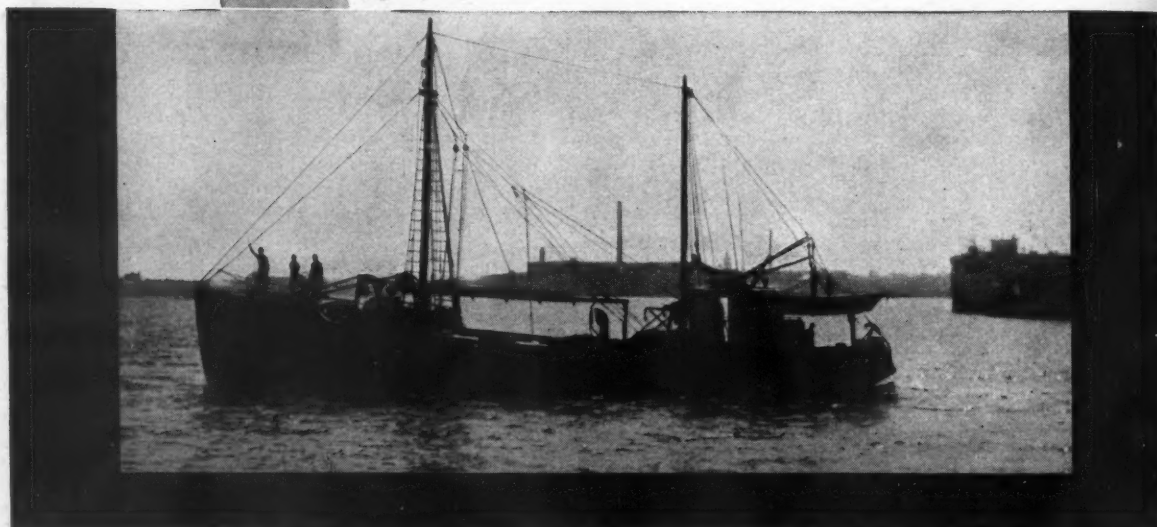
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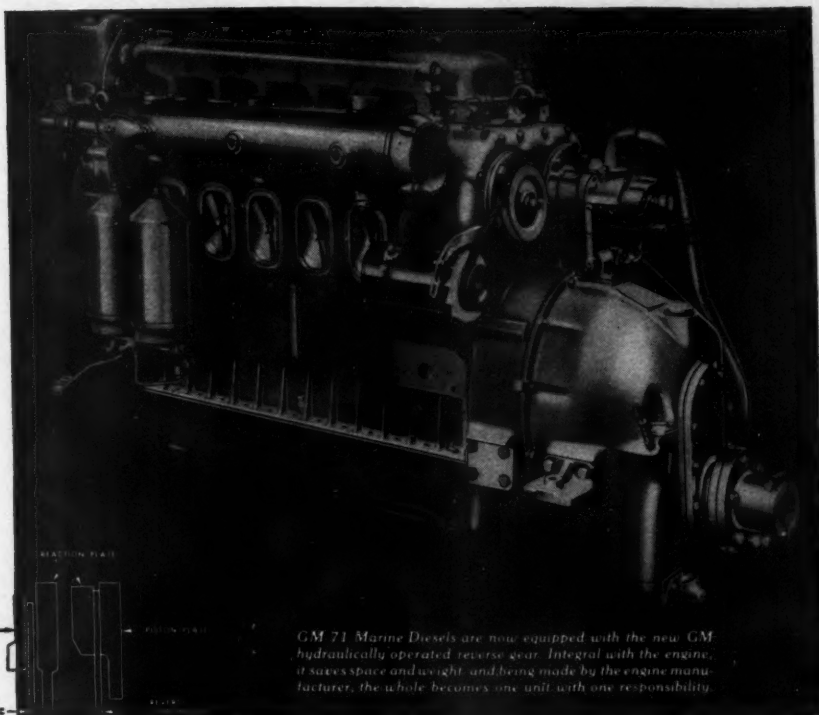
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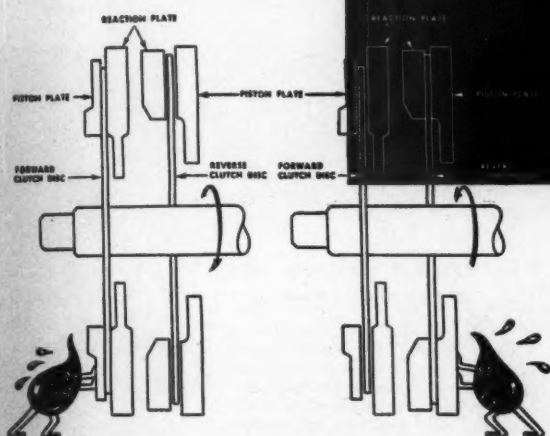
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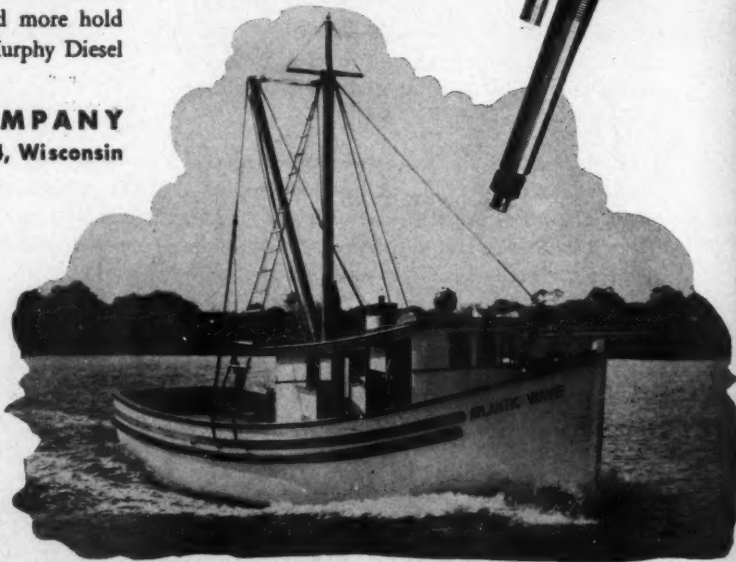
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Engineered for Dependable Service

Another new MURPHY-POWERED Boat The "Atlantic Wave", owned by John Smircich, Freeport, N. Y., was commissioned in May, 1947. This 56' x 16.5' x 6' boat is powered by a 150 H. P. Murphy Diesel which swings a 48 x 36 propeller through a 3 to 1 reduction. She made her initial run from St. Augustine to Freeport, 1000 miles, at a speed of 10 miles average; will fish in this area during the summer and fall and in Florida during the winter shrimp season. Watch the trend to Murphy!

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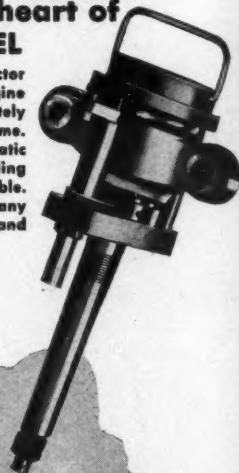
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The Sounding-Lead

F&WS REORGANIZATION—The Division for Investigation of Food Fishes, F&WS, which is concerned with fisheries biology, has recently been reorganized into four sections as follows: marine fisheries, Dr. L. A. Walford, in charge; anadromous fishes, Dr. George A. Rounsefell, in charge; shellfisheries, Dr. P. S. Galtsoff, in charge; and inland fisheries, Dr. Charles M. Mottley, in charge. The purpose of the reorganization was to promote efficiency and closer supervision over the various biological investigations, as well as to relieve Elmer Higgins, Division Chief, of some of the administrative details.

Col. R. H. Fiedler, who recently resumed his old position as Chief of the Division of Commercial Fisheries, Fish & Wildlife Service, has resigned from the Service to become vice-president of American Fisheries, San Diego, Calif., a newly-formed firm which will prosecute the tuna fisheries of the Mandated Islands. A. W. Anderson is expected to return to the position of Chief of the Division.

GULF COMPACT—Congressman James Domengeaux of Louisiana has introduced a bill, H. R. 4365, granting the consent of Congress to an interstate compact relating to the better utilization of Gulf Coast fisheries and creating the Gulf States Marine Fisheries Commission. The Commission would be similar to the Atlantic States Marine Fisheries Commission, according to Domengeaux. The compact has been ratified by the States of Alabama and Florida, and awaits ratification by Louisiana, Mississippi and Texas.

GREAT LAKES TREATY—Much opposition has developed in the Senate to the proposed Great Lakes Treaty, which the Senate must ratify if it is to become effective. In late July, Senator Taft of Ohio, Republican leader in Congress, revealed that he would oppose the treaty. Senator Taft said that nearly 80% of the fish landings of the Great Lakes are produced by Americans in waters of the various Great Lakes States. He added that the treaty would give control of the waters of the lakes, connecting bays, etc., to a six-man commission, half of whom would be Canadians. There is apprehension among members of the House as well as the Senate that the Americans on the Commission would be a little too willing to accept Canadian arguments regarding fisheries in the Great Lakes.

CONGRESSIONAL SHUFFLE—Congressman Henry M. Jackson has been assigned to the House Appropriations Committee, which means that he will leave the Committee on Merchant Marine and Fisheries, where his service to the industry for several years has been exceptionally noteworthy. However, the new assignment will place him in a position to be of even more service fighting for adequate appropriations for the Fish & Wildlife Service and other Federal agencies dealing with fisheries. Another member of the Merchant Marine and Fisheries Committee, Congressman Frank Havenner, left to take up an assignment on the Armed Service Committee.

Congressman Ben F. Jensen now becomes chairman of the important House Sub-Committee on Interior Appropriations, filling a vacancy created by the resignation of Congressman Robert Jones, who has accepted an appointment to the Federal Communications Commission.

NORTH ATLANTIC TREATY—Congress is becoming increasingly aware of the need to protect fisheries resources in United States waters as well as in the high seas areas from which American fishermen take most of their catch. Foreign nations are fast augmenting their fleets, and, if not bound by agreements protecting areas where various kinds of fish are being depleted, much damage may be done.

Of primary interest to North Atlantic fishermen is the fact that Congress has appropriated \$25,000 to speed the State De-

partment's action leading to a North Atlantic treaty. Such a treaty has been under study in the State Department and the Fish & Wildlife Service for several years, and boat owners' associations and labor unions are said to favor it. As far as Canada and Newfoundland are concerned, the treaty could be written now. However, there are several more nations to consider, including France, Portugal, England and other European countries which are adding modern trawlers and factory ships to their fleets. Food is scarce in those countries, and it probably will not be easy to influence them to think in terms of conservation.

The State Department also is considering fisheries treaties with Mexico, one for Pacific Coast waters, and the other for Gulf of Mexico waters. However, Mexico apparently is unfavorable to such treaties, desiring to control more waters than she might be able to under such agreements.

In her desire to attract more American dollars, Mexico issued a decree on July 3 imposing a tax on foreign fishermen operating in so-called Mexican waters. On July 11 the Mexican Government issued decrees designed to discourage United States imports on a wide variety of products. She more than doubled import duties on dried, salted or smoked codfish, canned sardines and other canned fish.

NEWFOUNDLAND FILLETS—Fisheries Products, Ltd. of Newfoundland which has its own selling organization at Cleveland, Ohio, known as Fishery Products, Inc., had produced 3,364,000 lbs. of frozen fillets in the first five months of 1947. This firm recently purchased two new refrigeration ships with combined capacities of 1½ million lbs. to be used in transporting frozen fillets from Newfoundland directly to the U. S. lake ports of Cleveland, Chicago, and Detroit. Previously small refrigeration ships of 200,000 lbs. capacity, each carried fillets to Halifax or Sydney, N. S. where they were transhipped to U. S. distribution points.

Newfoundland fisheries officials are well aware that marketing difficulties will only be magnified unless every effort is made to improve the quality of fish products, and to adopt standards that will make Newfoundland frozen fish readily acceptable. The hope is still held out that the United States will eventually constitute the principal market—particularly if pending international trade negotiations at Geneva are successful.

Under the powers conferred upon him by the Processed Fish (Licensing) Regulations, 1944, regulations covering the filleting and freezing of fish prescribed by the Newfoundland Fisheries Board were approved by the Governor in Commission on June 20.

These regulations require the utmost in sanitation not only in processing plants but in boats, plant personnel, and the grounds around plants.

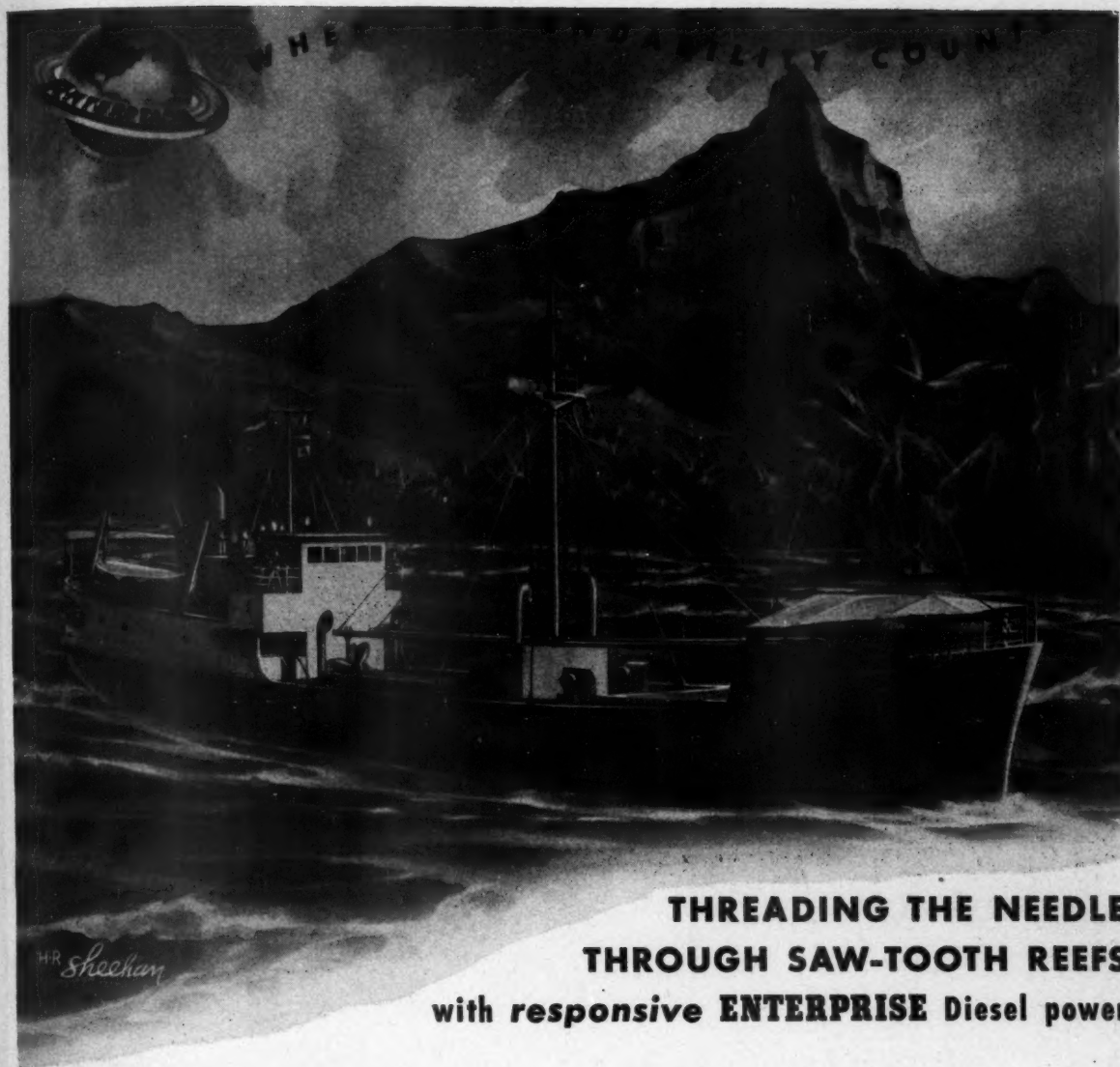
FROZEN HOLDINGS—Holdings of frozen fish and shellfish in cold storage warehouses in the United States and Alaska on July 1, 1947 amounted to 90,600,000 lbs. compared with 79,407,000 lbs. on June 1, 1947 and 97,806,000 lbs. on July 1, 1946.

For the month of June 1947 freezings totalled 30,521,000 lbs., an increase of 5,333,000 lbs. compared with the previous month but 12,749,000 lbs. less than freezings during June 1946.

MARSHALL PLAN EXPORTS—Committees and authorities interested in ascertaining the effect on our resources of increased aid to Europe have agreed that the domestic fisheries could furnish more products for export, by variety as well as volume, without injuring the supply. In fact, if the Marshall plan for European relief could be made effective, fisheries exports would be increased 10 to 15%. This is the estimate of the Krug Committee on National Resources, headed by Secretary Krug of the Interior Department.

First competitive bids for furnishing fishery products to the U. S. Government for foreign distribution under the current

(Continued on page 53)



**THREADING THE NEEDLE
THROUGH SAW-TOOTH REEFS**
with responsive **ENTERPRISE** Diesel power

THERE ARE TRICKS to the trade when it comes to slipping safely through reef-strewn waters, gliding into the almost inaccessible harbors of the Dutch East Indies. Behind charts and the pilot's sixth sense must be an engine that responds instantly, smoothly and accurately to his decisions and control. Twenty Enterprise Marine Diesels are now accurately fulfilling these requirements of faithful service in the Java trade, powering the first post-war combination passenger and cargo vessels of the new Dutch merchant fleet. This brings the total number of Enterprise Diesels to more than 80 in the service of the Netherlands Government and private operators, in

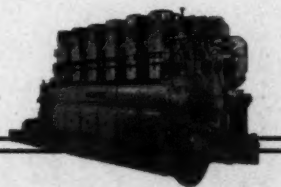
both marine and stationary installations.

Built by Albina Engine & Machine Works, Inc., in Portland, Oregon, these vessels were delivered under their own power. All have Enterprise DMG-6 Diesels as their main propulsion units—unexcelled for fast maneuverability, instant response to throttle, and adaptability to remote control.

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For every marine power application. A wide range of models, normally-aspirated or turbocharged, up to 1800 HP per unit

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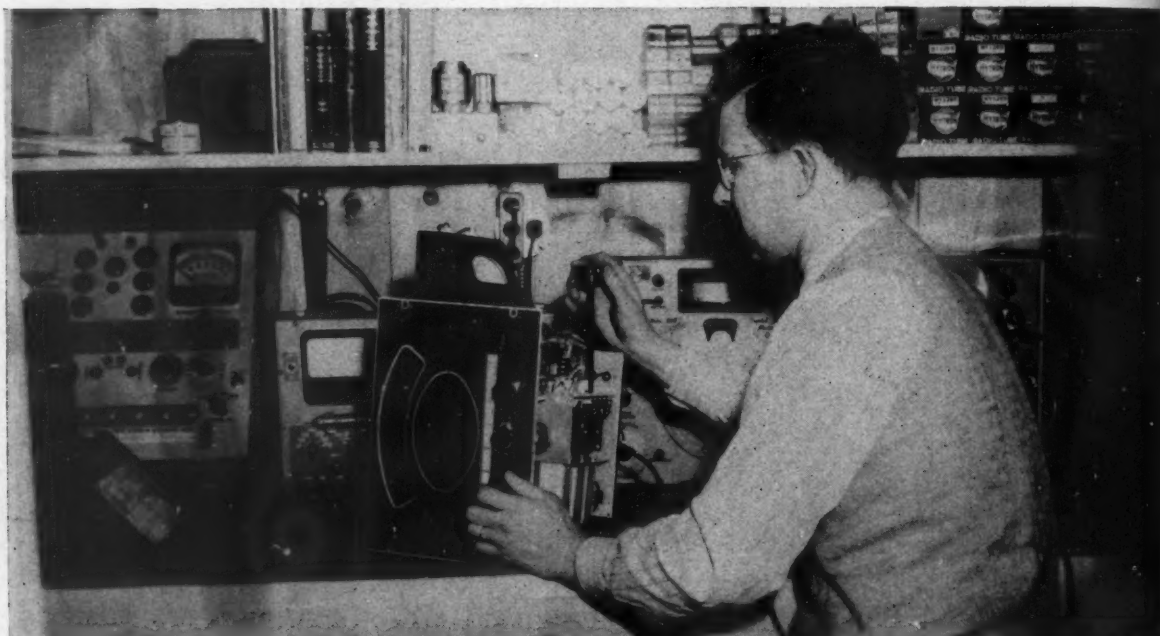
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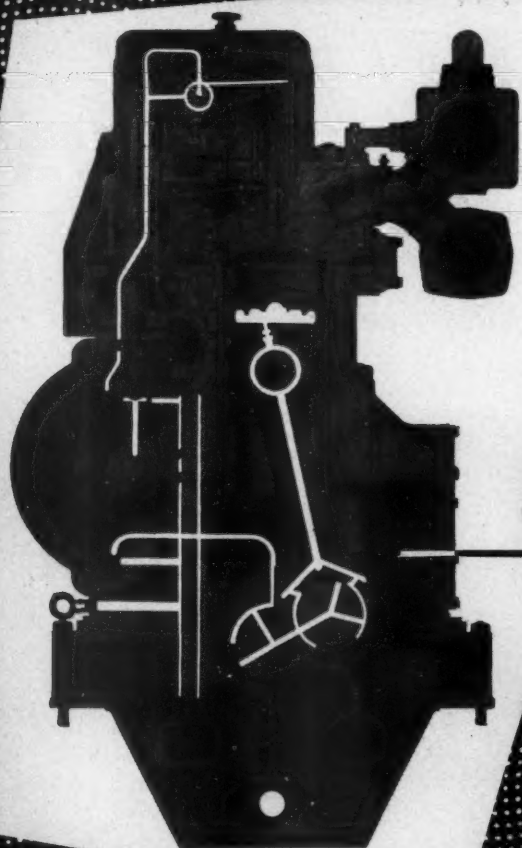
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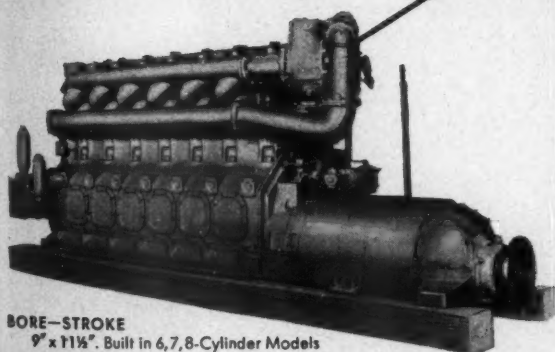
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9" x 11½". Built in 6, 7, 8-Cylinder Models

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Non-Supercharged—50 HP/Cyl. at 720 R. P. M.
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Medium speed engines; direct reversing; all models have port or starboard arrangement, for direct or in-line reduction gear drive in ratios of 2.0 and 2.7 to 1.

Recommended speeds for marine service—600 and 720 R. P. M.
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You will find in this 9" x 11½" NORDBERG Marine Diesel, important refinements in design leading to improved lubrication. These advancements are the result of NORDBERG Engineers' long recognition of the tremendous importance of proper lubrication . . . and their consequent continuing study of the problem.

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■ On both the automatic and the Electro-Mechanical Steering systems, the Sperry Electric Rudder Indicator provides an accurate indication of rudder position at all times.

■ Sperry Incandescent Searchlights are available in two sizes—14 and 20 inch. They come in three types, Spot, Pedestal and Pilot House for beam and flood lighting.

■ With Sperry Loran you have an accurate, quick and easy method of determining your position at any time — night or day, in fog or storm.

■ For larger fishing vessels, Sperry Radar is designed for minimizing the collision hazard for position indication and as an aid in piloting. It enables your ship to make full headway through fog, rain and darkness.

Every one of these products has features long associated in the marine field with the name "Sperry"—ruggedness, dependability under all sailing conditions. All are backed by Sperry's world-wide service organization.



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Better Boat Fittings Pay Dividends

By Capt. Elwell B. Thomas

THIS month, I want to talk to you about the subject of using a little better material here and there in fishing vessels with the result that over a period of years much money will be saved by less need for replacements and repairs. Of course, now and then I may wander afield from the main subject.

Here is a simple illustration of what I mean. In the matter of stem bands for instance, the average boat, when built, is fitted with a galvanized iron stem band fastened to the stem with galvanized boat nails. This may be all right, and probably is, but if a bronze stem band or even a brass one were used and fastened with the best bronze screws, it probably would last the life of the vessel without further attention and would be a big saving.

There is the Charlie Noble as another example. (In case some of the readers are not good deep water men, a Charlie Noble is the galley stove pipe.) Ordinarily galvanized iron is used with the result that the pipe falls apart in a year or so making a nuisance and constant expense. Whereas, if copper, Monel or some such material were employed it would last a great many years at a lower cost.

Now I am not trying to underrate galvanized iron for marine use, far from it. I believe that the galvanized boat nail is as good a planking fastening as anything that can be obtained and I prefer many galvanized fittings, such as cleats, to brass and bronze. If special iron work is made up, it is worth the additional cost to send it out to be hot dip galvanized. The expense is more than saved in the much longer life of the fitting. But I do think that aboard fishing vessels, there are places where the more expensive metals are a big saving both in money, and in headaches.

Rigging, Goosenecks and Blocks

I begin to feel very strongly about the subject of standing rigging and am thoroughly sold on the idea of using stainless steel. Fitting out a vessel with standing rigging is an expensive proposition. So why not use a permanent material that does not have to be replaced every few years with all of the trouble of splicing and so on that is a part of standing rigging replacement. I also think that a stainless steel or Monel turnbuckle would be a good thing.

The average small fisherman uses the regulation, garden variety gooseneck which is fitted with a narrow band, a poor boom fitting and is a cheap device at best. Any great strain settles it on the side of the mast where the boom is located breaking the fibres of the mast and weakening it. The poor boom fitting is apt to carry away with drastic results. Now, if a demand were made for a better gooseneck, the marine hardware manufacturers would make and market one, but as usual the demand is for low prices and to Hell with quality. So that abominable gooseneck is on the market.

With a little thought, a man can whack out a design for a gooseneck that is the berries and it would not cost too much to have it made up special. One of the desirable features would be double instead of single bands in the manner of large sailing yachts wherein the boom fitting rides on a vertical rod between the upper and lower band. The boom fitting instead of having a short spike that is shoved up into the end grain of the boom would have long flat arms reaching along each side of the boom and through riveted or bolted, the latter preferably.

Then there is an attractive feature which seldom is seen but which is a mighty fine thing. That is a stanchion from the deck to the underside of that part of the mast fitting upon which the boom fitting rests. This stanchion takes the greater part of the downward thrust. This is a very rare innovation but it is a desirable feature and has much to recommend it.

A lot of fellows figure that they are saving money by using a cheap block. I think it is a far greater saving of money to use the very best blocks. The roller bushed feature is desirable and a damned good block shell is a thing of beauty and economy



The 57' x 16' x 7' dragger "Captain Mel" owned by Raymond and Benjamin Elder of Freeport, L. I., which was recently built by Stonington Boat Works, Stonington, Conn. She is equipped with a D13000, 115 hp. Caterpillar Diesel, Columbian propeller, Hathaway winch, Shipmate range; and Bendix depth recorder and Kaar direction finder which were furnished by Aero-Marine Radio Laboratory.

for many years to come. Cheap blocks are not only a nuisance but a distinct hazard as well.

Gasoline Tanks and Connections

In all of the years that I have been handling boats of all types, I have had more damnable, irritating and dangerous trouble with poor and cheap gasoline tank installations than with anything else, and have come to some conclusions on the subject. First of all, the best obtainable in gasoline tank and line design and construction is none too good even if the tank must be built of platinum and the gasoline strained through the feathers from angels wings. If it will save some of the trouble I have seen and experienced, it is worthwhile.

I think my old friend, the late Frank Cross, had the right idea when he built his power cruiser. She was so designed that the engine was just inside the cabin bulkhead, fisherman fashion, and the gasoline tank just abaft the bulkhead with the result that he only had about three feet of gasoline line. Mind you, friends, each foot of line saved, is one less foot to get plugged up.

Here are a few things about the gasoline situation that will save trouble in one way or another. As we already have agreed that a short gasoline line is desirable we will go on to the fact that a large gasoline line is likewise desirable. I once owned a power boat that was fitted with 1" pipe for a gasoline line almost down to the carburetor and we never knew that line to plug up. That is an unusual but sensible scheme and the additional cost is small.

Now as to the tank, if the design calls for a fairly flat oblong tank, it is a fine thing to have it so built that there is a big handplate between each set of baffles. The tank should be either copper and tinned on the inside or it should be of Monel. Then there is no trouble with the gasoline forming gum as it does in a copper tank which is not tinned. I have had much less trouble with a good galvanized tank than I have with untinned copper tanks.

The Steamboat Inspectors recommend that the vents of fuel tanks be fitted as large as the fill pipes and this is a splendid idea. There are several reasons in its favor. One is that the tank can be filled just as rapidly as the fill pipe will take it, without the danger of the gasoline backing up in the fill pipe because of lack of vent and sloshing over with the danger of fire and explosion. Then, if the vent is large there is no chance

(Continued on page 38)

Iceland Expands Frozen Fish Output

Has Highest Per Capita Catch of European Countries

PROBABLY in no other country on earth do the fisheries play as decisive a role as in Iceland, which is almost devoid of mineral resources and vegetable raw materials for industry.

With an abundance of easily caught fish in adjacent waters, Iceland has developed into practically a one-product country and today is dependent almost entirely upon active foreign markets for its fish and fishery products for earning its livelihood and maintaining its standard of living.

The Icelandic fisheries are reputed to be as old as the nation itself. It is said that the early Viking settlers brought the technique with them from old Scandinavia. However, until 1300, fishing was no more than spare time activity.

Early fishing was done with a hand line. Around 1400, the long line was introduced. Between 1400 and 1800, the activity continued on a limited scale, and only open row boats with hand lines and long lines were used. Fishermen rarely ventured out into the open sea. They fished in the fjords and the nearest of the offshore banks. Early in the nineteenth century, decked sailing vessels began to replace the open boats. Hand and long lines continued to serve as tackle, but more distant and more productive grounds could be reached by these vessels. Around 1900, the steam trawler was introduced followed by the motor boat. Likewise, there began the use of nets. During the past 45 years, there has been a steady trend towards increasing the number of mechanically propelled boats and towards improving the quality of the equipment used.

In 1946 the Icelandic fishing fleet consisted of nearly 1,000 units, ranging in size from 3 tons upward. Of these, 624 were motor driven. About 7,000 of the 126,000 population are employed in the fishing fleet. With their families, 16% of the population, or 20,000 persons, are directly supported by the fisheries. Today Iceland is one of Europe's greatest fishing nations and, on the basis of volume per inhabitant, far in the lead.

Surrounded by Rich Grounds

The ocean around Iceland is reputed to be one of the richest fishing areas in the world. The banks to the south and southwest of the country are especially rich in cod. In January and February each year, the schools of cod migrate from the ocean to spawning places near the coast. The major cod fishing activities take place in these waters in the late Winter and early Spring months. However, fishing is carried on off the coast practically the whole year around.

Before World War II, Iceland had at least 11 different foreign nations competing with its fishing fleet on the extensive banks which surround the country. Despite the great drain on the fish resources, it does not appear to have decreased them in any great degree, and in spite of the competition in the prewar days, the Icelanders caught almost one-half of all the fish that were taken near Iceland and far more than any of their foreign competitors. The war halted the fishing operations in the neighboring waters of Iceland of nearly all other European countries, leaving the banks to be worked almost exclusively by the Icelanders. Since the end of the war, British, Norwegian, and Swedish fishing vessels have begun to return.

Before the war, the large cod catches were used chiefly in manufacturing dry salted cod. The war years saw a shift towards production of fresh cod on ice, and frozen cod fillets. The dry salted cod output dwindled and almost ceased completely. The cod livers were, and continued to be, the basis of a thriving cod-liver oil industry.

In addition to cod, other important varieties of fish caught in Icelandic waters are haddock, pollock, halibut, flounders, and herring.

The herring fishery in Iceland is distinctly seasonal. It is maintained mainly in the ocean waters north of the country from about July 1 until September 15. The town of Siglufjord, on the North Coast, is the central point of the industry. Immense schools of herring, searching for food, migrate towards

the land and feed on the ocean's supply of plankton. The catch is taken mainly with purse-seine nets and partly in gill nets. Some boats take as many as 298,000 to 441,000 lbs. of herring in one haul. A portion of the catch is salted in barrels and cured in various ways. Much of the herring, however, is not salted or cured and is utilized in the numerous herring oil factories, which, in recent years, have been built in northern Iceland. In these plants, the oil is pressed out of the herring, while the residue is made into herring meal for sale as stock food on domestic and foreign markets. A small, but expanding canning industry absorbs some of the herring for making canned specialty items such as gaffelbitter and fat herring fillets in oil.

Iceland's catch per capita in 1935 was more than six times as great as that of Norway, which ranked first in total quantity. During the war years, the production of Iceland's fisheries increased steadily. In 1944, the catch amounted to 8,069 lbs. per capita. It is estimated that, in the years just prior to the war, Icelandic waters produced from 17 to 21% of the total output of Europe.

The extreme perishability of fish and the fact that Iceland's fishing grounds are located far from consuming centers have always necessitated the utilization of preservation methods such as drying, salting, icing, or freezing.

Development of Fish Freezing

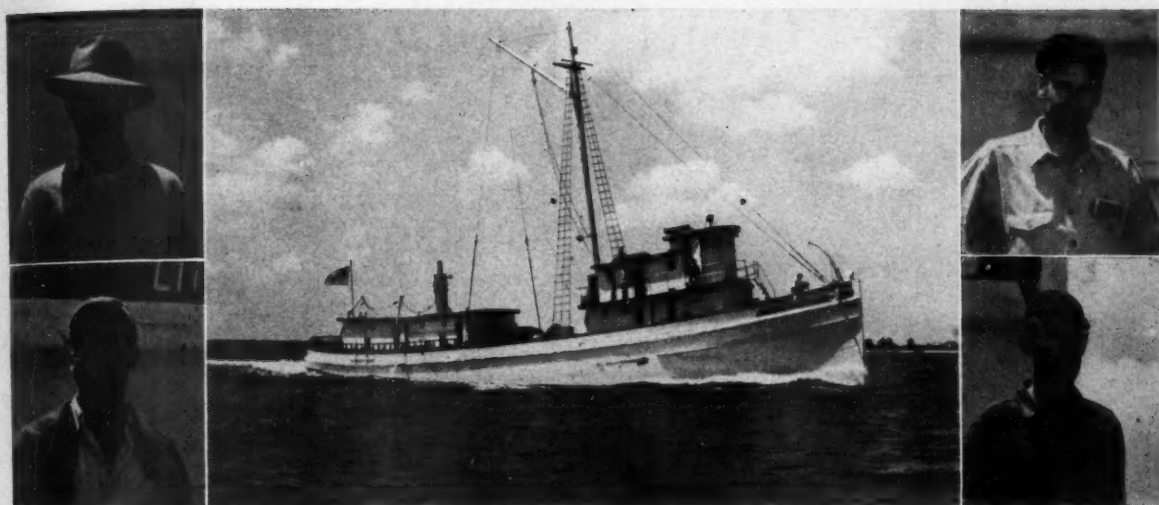
Experiments in fish fillet freezing were started in 1929 and proved successful. Soon, plans for a gradual expansion of the original plant and the construction of new ones were undertaken. Between 1935 and 1939, a total of 19 quick-freezing fish fillet plants were completed and put into operation. In the six years that followed, 1940-1945, an average of more than eight fish freezing plants a year were erected. At the end of 1944, Iceland had 62 such plants in operation, with a total processing capacity of 630 metric tons of fish per 24-hour day.

The nature of the markets available to Iceland has, to a great extent, determined the mode of preparation followed by the industry. Prior to 1939, most of the Icelandic cod catch was salted and dried and prepared as klipfish for sale in the markets of Portugal, Italy, Spain, Brazil and Cuba. Great Britain, France and Argentina also were purchasers of this salted fish. Similarly, the greater portion of the herring catch was barreled and cured for sale to Sweden. Only small quantities of white fish were marketed in fresh and frozen form before the war.

The war shut off the markets for salt fish in the Latin European and Latin American countries due either to blockade or lack of shipping and widely expanded fresh and frozen fish markets in Great Britain. In 1935, dried salt fish exports amounted to 85,674,000 lbs. In 1944, the yearly exports of this product had fallen to 86,000 lbs. Wet salted fish exports fell from 32,725,000 lbs. in 1935 to 2,762,000 lbs. in 1944. Meanwhile, fresh and frozen fish exports multiplied more than 10 times in the 10-year period.

A maximum commercial market exists for Icelandic cod-liver oil in the United States and other countries. The small amount of canned goods put out by Iceland's fish canning industry is also being consumed to the full capacity of the industry by the United States market and will very likely continue. However, the all important market in Britain appears to have dwindled and it is questionable whether Icelandic fresh and frozen fish are now salable in any quantities outside of some of the devastated countries in Southern and Central Europe.

One course open to the Icelandic fisheries is to revert to the production of wet and dry salted fish. The Latin European and Latin American demand for the product is said to exist in the same proportions as in prewar days. But, the Icelandic producers would accept such a course only as a last resort because the income from sales of salted fish can in no way match the returns on fresh and frozen fish. The country's 62 freezing plants represent a \$10,000,000 capital outlay that few would let slip into bankruptcy without a protracted struggle.



"Little Joe" during her speed trials. Top left, skipper of the vessel, Capt. Leslie M. Spriggs; lower left, Capt. Morgan Ford, pilot; Top right, John E. Hutchings, Diesel port engineer; and lower right, Leslie M. Wade, chief engineer.

Menhaden Boat "Little Joe" Repowered

Marks Trend Toward Demand for Greater Speed

THE growing demand for fish oil and fish meal appears to be resulting in a general speeding up of East Coast menhaden fishing vessels. Although the question of how much power should be put into a menhaden boat will continue to be one for prolonged argument, it is generally agreed among operators that the day of the 10 miles-per-hour boat appears to be vanishing rapidly.

The latest development of this trend is the repowering of the 135' vessel *Little Joe*, one of the outstanding members of the fleet of J. Howard Smith and the Fish Products Co. of Lewes, Del. This boat, built in 1922 at Weems, Va., has been reconditioned and repowered with a Cooper-Bessemer Type JS-8-DRT, 8 cylinder, 13 x 16 turbo-charged Diesel engine, rated 985 bhp. at 400 rpm.

The *Little Joe* recently concluded its speed trials out of Cockrell Creek at Reedville, Va. and was timed by three observers at an average speed of 13.45 knots, or 15.5 statute mph. She made four runs over a measured course of 5.1 nautical miles between Great Wicomico Light at the entrance to Cockrell Creek to Tangier Lump Gas Buoy Light at the edge of the Chesapeake ship channel. It is claimed that this vessel now may possibly be the fastest menhaden boat operating on the East Coast.

Included in the trial personnel were Capt. Leslie M. Spriggs of Reedville, in command; Pilot Morgan Ford; Chief Engineer Leslie M. Wade; and Diesel Port Engineer John E. Hutchings. When ready for the sea trials, the vessel had a draft of 11½' aft and 7½' forward. Trials were run in a light cross tide and a moderate northeast breeze and included maneuvering, running astern, and all around handling of the helm. She was unusually free from vibration and exhibited no tendency to settle at the stern under full power.

The engine was put aboard at Colonna's Shipyard, Norfolk, Va. in March. The vessel then was towed to the Menhaden Products Company's repair yard at Reedville where the engine room was laid out and the installation completed under the supervision of Yard Superintendent W. A. Mercer and John E. Hutchings. Following the trial the vessel was taken to Lewes to serve the fish reduction plant of Fish Products Co. The engine in the *Little Joe* is the fifth Cooper-Bessemer Diesel purchased in the past two years by J. Howard Smith of Port Monmouth, N. J. for his fleet.

Features of the vessel's new engine include Meehanite metal castings, cylinder liners and pistons; Elliott-Buchi turbo exhaust blowers; 9" alloy steel crankshaft; water-blanketed exhaust manifold; supplementary forward end fly-wheel to balance out torsionals; and the Cooper-Bessemer patented controlled pressure fuel injection system.

The installation included a steel propeller shaft and intermediate shafting which, with the engine in place, measures 25' 1¼" with a diameter of 6½" and turns a 74 x 56 Columbian propeller. Also installed were a 12" Maxim spark arrestor type silencer; Alnor pyrometer equipment; Lister-Blackstone auxiliary unit with air compressor, 5 kw. generator and bilge pump; a 15 kw. tailshaft generator; and 110 volt Exide batteries.

The vessel carries three 30" x 84" starting air receivers, and fuel tanks having a combined capacity of 8,000 gals. located in the forepeak and 2000 gals. in the stern.



A portion of the J. Howard Smith menhaden fleet moored at the Company's maintenance yard at Reedville, Va.

Maryland Oyster Restoration Problem

By Ralph C. Hammer*

MARYLAND formerly enjoyed what seemed to be an unlimited supply of oysters from her comparatively vast acreage of oyster bars. Like many of our natural resources the 272,145 acres of charted natural oyster bars in Maryland have declined in production from an average annual yield of 12,250,000 bus., during the period from 1870 to 1890, to the present annual production of less than 2½ million bushels.

Natural oyster enemies are virtually non-existent in Maryland, with the exception of occasional screw borer depredations in limited areas of higher salinities and occasional mortalities as a result of those infrequent periods of low salinities in the upper Bay areas. In the absence of major natural catastrophes, the continued downward trend in oyster production must be attributed to overfishing without regard for rehabilitation. As a result, many bars are today completely devoid of oysters and cultch, and it is these bars, or the Chesapeake Bay proper, that are now in need of a well-planned program of restoration.

Bay Bars Virtually Barren

The oyster bars of Maryland can be classified roughly into two major groups, tributary and Bay bars. Production today is derived almost entirely from the tributary waters as a result of the more consistent spat sets on these shallow water bars and the relatively inefficient use of tongs in harvesting. These tributary bars have continued to be largely self-sustaining and will continue to yield at a moderate rate, and following years of exceptionally favorable spat sets, may produce large quantities of oysters. State shell planting has been largely successful on tributary bars and under existing conditions is to be continued.

The major problem of State management lies in the wise utilization of the dredging bars in the Chesapeake Bay. It is these bars of some 78,342 acres that are virtually barren. These Bay bars were originally most productive and gave rise to the famous Chesapeake Bay oyster. During the aforementioned peak years, 1870 to 1890, the yield of oysters from the Bay bars averaged 50 bus. per acre annually. Nearly 1,000 dredge boats were engaged in this free fishery, but as one bar after another became depleted, the number of dredgers decreased until last season, 1946-47, there remained but 48 licensed Bay dredgers. The catch in turn dropped to approximately one bushel per acre last season or a total yield of less than 100,000 bus.

Of the total charted bar acreage in the Bay, 6,714 are in that area commonly referred to as the Head of the Bay. This upper Bay area is subjected to periodic freshets, as evidenced by the vast accumulation of shells and as revealed by recent scientific studies. In view of this hazard of freshets and the very infrequent spat sets, no consistent management program has been undertaken. In recent years, the policy has been to utilize this area as a source of seed and at times for the harvesting of market oysters. Although this area commonly is called a seed area, present studies indicate that the production of seed is infrequent; therefore, it appears to be wise to utilize promptly such seed or market oysters as may develop.

Of the remaining oyster bars in the Bay, it is estimated that a minimum of 60,000 acres are ideally suited for oyster growth and are capable of producing quality oysters in quantities comparable to the best leased bars in other States. Due to the depth of water and exposure, these bars are dredged by boats under sail. Dredging by power is prohibited by law. In spite of the inefficiency of sail boats, the use of the dredge in removing both oysters and cultch, coupled with infrequent sets, is responsible for the present condition of the bars.

State Management Program

State management, although effective in most tonging areas, has not brought about a recovery of these dredging areas. This failure cannot be attributed to the fault of the program, since

the practice has been to follow the best methods employed by the private planter on personally controlled leased bottoms. In brief, State management has been to select favorable growing bars, plant seed oysters, then close the bars to public fishing until a majority of the oysters have reached a marketable size. Then the bars were opened to public dredging.

A tax of 20c per bushel harvested was collected in an effort to recover the cost of planting. Although this tax of 20c has been sufficient to cover costs only in a few cases, this large scale experimental planting program has been successful and has produced oysters at a nominal cost. During the past seven years, 865 acres or approximately one per cent of the Bay bars were planted with seed or shells, at an expenditure of \$96,366. These plantings produced over 210,712 bus. of oysters or an average expenditure of 46c per bushel harvested.

Although 46c may be considered a fair price to produce a bushel of oysters, experience reveals that a considerable reduction in costs may be possible. For example, Poplar Island Bar was planted in 1944 and 1945 with 22,560 bus. of seed costing \$4,797. Last winter, 1946-47, 35,000 bus. of quality oysters were harvested at a production cost of 14c a bushel.

Problems of Full Scale Restoration

The State's efforts to grow oysters at a nominal cost, upon analysis, appear to be successful and indicate the need for an expansion of the present methods. However, there are several serious difficulties which have become apparent if the State is to embark on a full scale program to bring all of the Bay bars back into maximum production. The foremost problems facing the State if such an ambitious program is to be undertaken may be cited as follows:

(1) To return the Bay to productivity will require a considerable period of time. The present supply of shells is inadequate to launch into a program of rapid restoration without neglecting the present policy of planting shells in tributary waters. Undoubtedly, the industry would object seriously to the use of more than a small portion of the shells now available from oysters taken in the tributaries to restore the Bay bars.

(2) A very large investment of State funds would be necessary. With the present trend to curtail State expenditures, it is doubtful whether a minimum of seven million dollars would be appropriated over a period of 25 years, with no assurance of this resource becoming self-supporting for many years, if then. In addition, there is little assurance that the original investment, a direct subsidy, would ever be recovered.

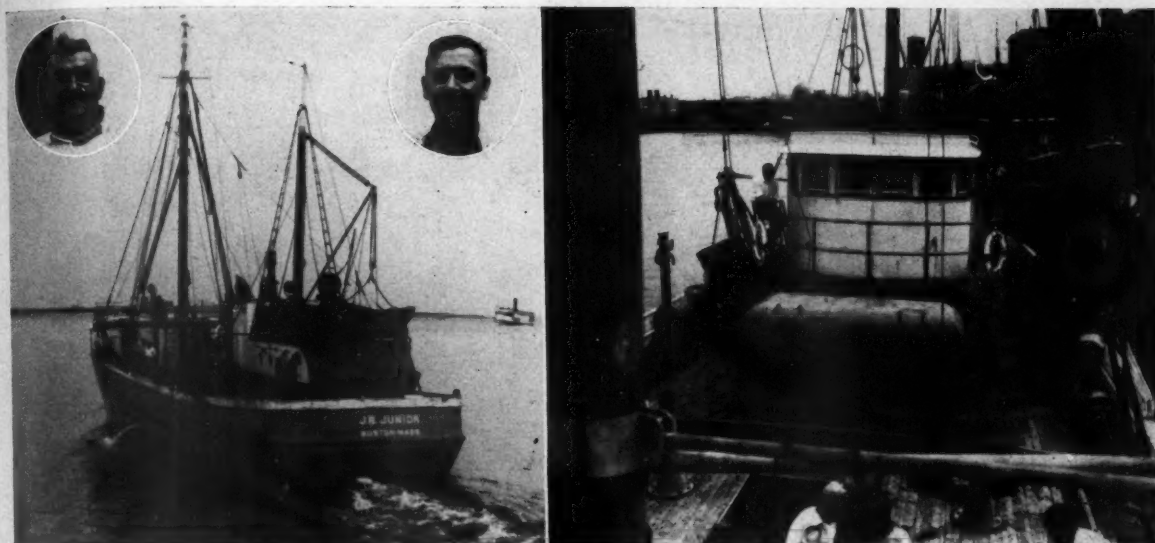
(3) Such a program of State oyster farming should be made self supporting; that is, a tax of at least 40c a bushel harvested must be collected to defray planting costs. If such a tax were authorized, its collection would be difficult, especially during periods of low prices. The dredger resists the payment of the present 20c bushel tax in spite of favorable markets. Therefore, there is doubt whether an increased tax would be authorized.

(4) The tongers fear overproduction and glutted markets, if the Bay were restored to full productivity. They also oppose any large scale leasing plan with the fear that such a change would gain sufficient momentum eventually to include the leasing of the tributary bars.

In conclusion, there is general agreement throughout the State that something must be done. The likelihood that nature alone can re-populate the Bay is only remotely possible with the continuance of a free fishery system. State management can and has grown oysters at a reasonable cost. The available funds, however, limit this operation to a minimum. Studies of the problem indicate thus far but one solution; that is, some form of private enterprise or leasing.

Past efforts to permit leasing have met with strong opposition from the tidewater communities, with the result that the legislative defeat of leasing proposals has continued to occur up to as recently as March, 1947. The practical and biological aspects of oyster culture are advanced sufficiently to initiate and maintain production, but in spite of these advances, the restoration of this potentially valuable resource still remains a problem.

* Excerpts from an address delivered at the 1947 Annual Oyster Convention by Mr. Hammer, shellfish culturist for the Maryland Department of Tidewater Fisheries.



The new 90' dragger "J. B. Junior" heading out from Boston Fish Pier. Inset, Capt. Fred Surette, left, and Engineer William Porter; right, deck view of the vessel, showing her New England "Highliner" winch.

Former Mine Sweeper Now "J. B. Junior"

The ex-mine sweeper, *J. B. Junior*, started fishing out of Boston early last month following conversion to a dragger at the General Seafoods Shipyard in Rockland, Me. She is owned by Bay State Fishing Co., Inc., Boston, of which John Bruno is treasurer. Her Captain is Fred Surette and William Porter is engineer. Built in 1942 by Snow Shipyards as the Navy's AMc 110, the vessel has a length of 98'5", a beam of 24' and draft of 10'9".

In the course of alterations, the interior and superstructure of the vessel were entirely rebuilt to provide up-to-date facilities for dragger service. A noteworthy feature of the vessel is the large amount of space to be found in all quarters and in the engine room. The deck house, which is of all-steel construction, is particularly well laid out and has a bridge around the wheel house. The after end of the house contains a commodious state-

room that is on the deck level and is connected with the after deck passageway which provides access to the cabin companion-way and toilet. The vessel has accommodations for 12 men in the fore'sle and 4 in the after cabin. The fish hold has a capacity of 190,000 lbs. of iced fish. Fuel capacity is 4600 gallons.

The *J. B. Junior* is powered with a new 400 hp., 300 rpm., 6 cylinder Atlas Diesel engine equipped with Twin Disc sailing clutch, Twin Disc power take-off for the trawl winch and Love muffler. The engine swings a 74 x 48 Hyde propeller on a 7" Monel shaft through a Goodrich Cutless bearing, giving the vessel a speed of 10 mph.

Auxiliary power is supplied by a "Deseco" Lister-Blackstone 16 hp. 2 cylinder Diesel unit with 7½ kw. Imperial generator. Deck equipment, supplied by N. E. Trawler Equipment Co., includes a "Highliner" winch with a capacity of 300 fathoms of ¾" wire per drum, and electric fish hoist. Navigating equipment comprises a Kelvin-White compass, Kaar direction finder, RCA radiotelephone, Submarine Signal Fathometer and Cunningham air whistle. The vessel has a Shipmate oil-burning range and uses Linen Thread Co. Gold Medal nets, Columbian rope, Hazard wire rope, and Socony fuel and lubricating oil.

Cape Cod Fisheries Active With Tuna and Whiting

Tuna started running in Cape Cod waters early in July and on several days during the latter part of the month 12 to 15 fish were landed by trap boats at Provincetown. The largest single day's catch arrived on the 26th, when 21 fish were unloaded. Most of the fish weighed between 300 and 500 lbs. with one tipping the scales at 700.

Sizable quantities of whiting were landed at Provincetown last month, with total receipts running as high as 70,000 lbs. in one day. About 25 draggers are fishing for whiting. The traps continued to get mackerel and several draggers brought in trips of groundfish.

Barnstable Issues Clam Flat Grants

The issuing of clam flat grants by the Town of Barnstable is the culmination of the concerted efforts of Marcus H. Howes and a group of townsmen over a period of several months. Town officials have made it possible for anyone who has been a resident for over 12 months to obtain a grant for the purpose of cultivating and raising clams.

Woods Hole Oceanographic Institute has been allotted a plot

of 15 acres on which to conduct experiments in catching sets and to gather other scientific and general data. The Institute will act as an extension service agency for the growers, who in turn will cooperate by reporting any findings they may make.

The growers who have obtained grants and those who have made applications have formed an organization for conducting their general business. Norman H. Cook was elected chairman to act as business agent.

Make Seven Trips in Month

Three draggers made 7 trips each from the fishing grounds to New Bedford during July. They were the *Tip Top*, *Shirley & Roland* and *Elva*. Three other boats, the *Three Pals*, *Aerolite* and *S. M. Murtosa*, made 6 trips apiece.

In total landings for the month, the *Shirley & Roland* ranked second from the top, hauling for 143,300 lbs. The *Wild Duck* was highliner with 188,500 lbs. in 3 trips.

Among the scallopers, the *Friendship* took the lead both in number of trips and poundage. She landed 3,600 gallons from 4 fares.

A total of 26 boats discharged swordfish during July, 8 of which had a month's catch of 20 or more fish. The *Winifred M.* ranked first with 76 fish from 2 trips, while the *B & E* was runner-up with 61 fish from a single trip.

Massachusetts Catch Limits Ended by Court Ruling

All limitations on fish catches at Boston, Gloucester and New Bedford were ended early this month following a Massachusetts Superior Court ruling on August 1 which enjoined the Atlantic Fishermen's Union from fixing the price of fish and interfering with a free market.

Judge Edward T. Broadhurst found the Union had created a monopoly in the fishing industry, and ordered the Union to cease and desist from conspiring to fix prices. The judge ruled that Massachusetts had jurisdiction over the matter and not the Federal Government, as the Union claimed.

The court found the Union and its officers guilty of contempt for voting to limit the size of catches after a temporary injunction was issued in February.

Diesel Makers Will Sponsor Boston Marine Conference

The Diesel Engine Manufacturers Association will hold the third of its series of marine conferences at the Copley-Plaza Hotel in Boston on Sept. 12. Fishing boat operators and other representatives of marine interests are invited to attend the informal all-day meeting where they will have an opportunity to tell their experiences with Diesels and to state explicitly what their power needs are.

The manufacturers will outline to the ship builders, ship operators and naval architects what they have to offer in the way of engines for both propulsion and auxiliary purposes. The session will be concluded with a question and answer period.

Among the speakers will be J. L. Alphen, president, General Seafoods; and Naval architect Dwight Simpson of the John G. Alden staff. Presiding at the meeting will be E. J. Schwanhauser, vice president of Worthington Pump and Machinery Corp., and president of Diesel Engine Manufacturers Association. The question and answer period will be conducted by Robert H. Morse, Jr., vice president and general sales manager of Fairbanks, Morse & Co.

Gloucester Landings Increase As Plant Strike is Settled

Gloucester fish production, which has been running at a low ebb because of the seafood workers' strike and catch limits, began to return to normal early this month.

Landings for the week beginning August 4 totalled 8,204,200 lbs., and were the largest for any week since June, 1946. The landings included 63 trips with 5,718,000 lbs. redfish and 42 seining trips with 1,680,000 lbs. mackerel.

The big week of 1946 was that of June 3, when 8,598,200 lbs. of fish were landed, including 5,083,000 lbs. of redfish and 1,415,000 lbs. of mackerel.

Following a four-hour session in the Gloucester City Hall July 20, members of the Seafood Workers' Union voted by a large majority to accept the terms offered by 16 processing firms of the city and return to work. This action ended a 32-day strike which began June 18, and forced 100 dragger and 1200 union fishermen into idleness.

Under the new contract a wage increase of 10c per hour was granted to the men and 5c an hour to the women. Dealers gained the right to drop employees in classifications when no work is available for them in their customary work of filleting. This applies principally to cutters who had heretofore been required to receive cutters' pay even though they might be doing general labor on salt fish or in canneries when fresh fish landings were light. The contract will run until May 1, 1949.

"Joffre" Catches Fire, Sinks

The 105' Gloucester fishing dragger *Joffre*, owned and skippered by Capt. Simon P. Theriault, burned to the water's edge and sank 10 miles southeast by east of Eastern Point on August 10. The vessel was returning to Gloucester from a 10-day trip



The 65' dragger and gill netter "Enterprise" owned by Capt. Kale Tysver of Gloucester, Mass., inset. She is equipped with an 80 hp. Cooper-Bessemer Diesel, Submarine Signal Fathometer, Hathaway winch, 10-watt Jefferson-Travis telephone and Kaar direction finder.

to Quero Banks with 143,000 lbs. of redfish and 5 swordfish when fire broke out around the engine exhaust. Capt. Theriault and his crew fought the flames until the fuel tanks exploded, and then took to the dories.

Five members of the crew rowed toward Gloucester Harbor covering some 18 miles before they were sighted by the whiting dragger *Baby Doll*, which towed them to port. The other four crewmen and Capt. Theriault were taken into Gloucester by the Boston hooker *Maria Giuseppe* and the dragger *Superior*.

Lands Big Sword Trip

The Gloucester swordfisherman B. Estelle Burke, Capt. Tom Murray, landed 100 swordfish at Boston on August 5, her second trip of the season. She received 42c per pound for the fish. However, in general the fares of Gloucester swordfishermen have been smaller than usual this season.

French Fishermen Visit Gloucester

Thirty-three fishermen from Northern France were guests of the City of Gloucester on July 30, touring the waterfront and visiting fish firms. The fishermen came to the United States for the purpose of sailing to France on fishing vessels being constructed for the French Government at Bath, Me. to replace fishing vessels destroyed during the War.

Fishermen Sue Government for Damages

Six Gloucester fishermen, former crew members of the dragger *Emily Brown*, filed suit against the Government in Federal Court July 31, asking damages totalling \$65,000 for injuries inflicted on them by a bomb which they hauled up in their nets while working on fishing grounds off Cape Henry, Va. January 1, 1945.

Linen Thread Manager Retires

Arthur C. Tucker, manager of the Gloucester mill of The Linen Thread Co., Inc. since January 1, 1939, retired on July 31 after more than 44 years of service with the Company and its predecessor, the Gloucester Net & Twine Co. Succeeding Mr. Tucker as mill manager is George A. MacInnis, assistant to the retiring manager for many years.

New Fish Firm at Boston

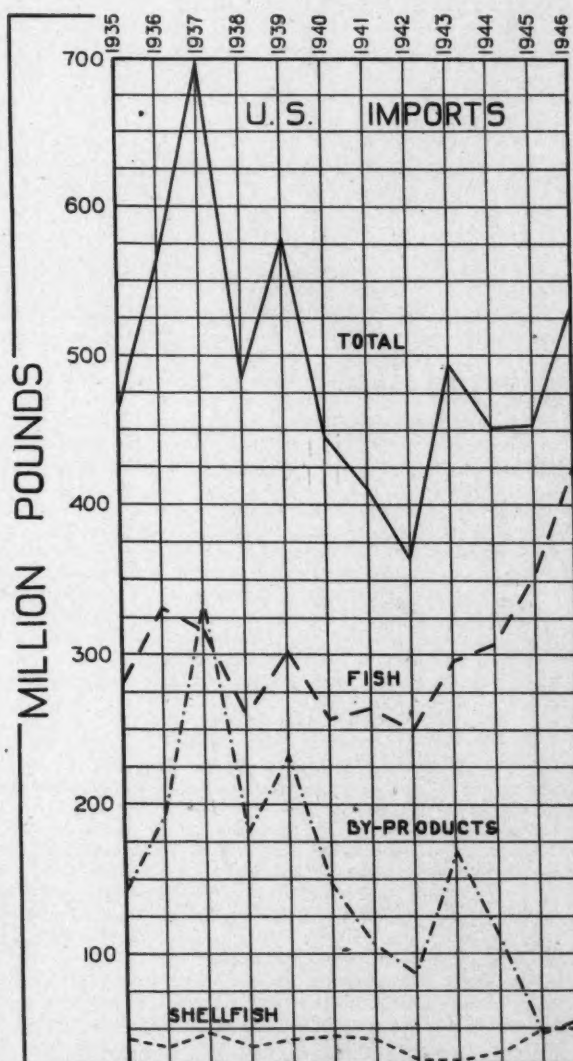
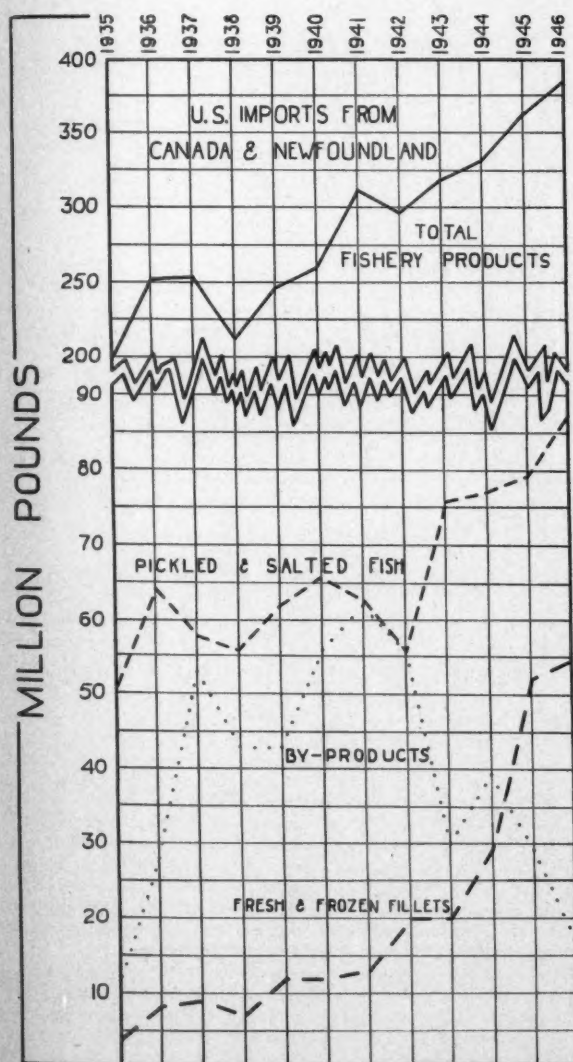
A new concern, Hub Sea Food Corporation, recently opened a fresh and frozen fillet business at 269 Northern Ave., Boston. President of the new firm is Frank Souza who has been identified with the fish business for over 30 years, and previously was connected with Busalacchi Bros.

U. S. Imports of Fishery Products

THE accompanying graphs, showing United States imports of fishery products during the years 1935 to 1946 inclusive, were prepared from figures compiled and recently issued by the U. S. Tariff Commission. One graph shows the total imports of millions of pounds from all countries with separate breakdowns for fish, shellfish and fishery by-products. The "fish" category includes finny products that are whole, beheaded, filleted, canned, dried, salted, pickled and smoked. Shellfish include fresh, frozen and canned products of such species, and by-products include fish livers, oil, scrap and meal. The other graph shows the total imports from Canada and Newfoundland as well as the imports of filleted fish, pickled and salted fish and by-products.

In terms of value the imports from Canada and Newfoundland accounted for 37% of the total in 1935, 75% in 1942, and 60% in 1946. Other important sources in 1946 were Norway, Portugal, Peru, Mexico, and Iceland. Japan and Italy were important sources of imports during the prewar period, but are at present relatively insignificant. On the other hand, the development of fisheries in some countries during the war, notably Peru, Chile, and Venezuela, has led to increasing imports from those countries.

In the total imports from all countries, the poundage of fresh



and frozen fillets of cod, haddock, hake, pollock, cusk, redfish, etc., showed a continued increase which became accelerated during the last five years, and grew from 4 million lbs. in 1935 to 61 million in 1946. Of this amount of fillets, Canada sent in 49 million lbs. last year and Newfoundland shipped 5½ million lbs.

The poundage of fresh-water fish from Canada remained fairly constant, ranging between 50 and 58 million with the exception of the 1945 figure of 64 million.

Canned fish, which accounted for 60 million lbs. in 1935, climbed to 67 million in 1937, then dropped to a low of 5 million in 1943 and last year was back to 45 million, with 3 million coming from Canada.

Pickled or salted fish from all sources averaged 88 million lbs. per year, with a low of 69 million in 1942 and high of 108 million last year. In 1946, Canada sent in 48 million lbs. while 38 million came from Newfoundland.

Imports of fresh and frozen lobsters from all countries have shown a steady increase from 10 to 25 million lbs. during the 12-year period, and ¾ of this amount has come from Canada. Canned lobsters, which totalled less than a million lbs. in 1935, climbed to 3 million in 1944 and last year stood at 2½ million lbs. Canned crabmeat imports, which ran as high as 13 million lbs. in 1939, were of negligible amount during the past 4 years.

Maryland Tongers Oppose Dredging

Legislators from Charles and St. Mary's Counties told the joint Maryland-Virginia Potomac River Commission at a meeting in Baltimore on July 8 that watermen along the Maryland side of the River are definitely opposed to oyster dredging. The six-member commission held its first meeting in the State for the purpose of getting Maryland views on the controversial matter.

Both States banned dredging in the Potomac in 1930, but Maryland has charged that Virginians resumed dredging about 1940 after the oyster supply improved.

R. Vernon Cooksey, member of the House from Mt. Victoria, Charles County, said Maryland tongers were unable to make a living last season because dredging had depleted the rocks. He declared that in his opinion if Maryland allowed dredging, there would be no oysters in the Potomac, and added that the Federal Government should step in and regulate the matter.

Senator Paul J. Bailey of Clements, St. Mary's County, said that a majority of the watermen in his area favored dividing the Potomac, with Virginians taking oysters to a line in the middle of the stream, and Marylanders doing the same on their side. Each State would be responsible for patrolling its area under this plan.

Joseph A. Mattingly, Leonardtown, a House member from St. Mary's County, said that he favored stricter enforcement of the no-dredging regulation, adding that if dredging were stopped, oyster beds in the River would be restored in two years.

C. O'Connor Goolrick of Fredericksburg, Va., chairman of his State's three-member commission, proposed that both States plant oysters in the River and share expenses. He added that Virginia oystermen are of the opinion that they cannot make a living by tonging, and that some modified dredging is necessary.

Fishermen's Association Enlarged

As the result of action taken at the annual meeting of the Maryland Commercial Fishermen's Association, held at Ewell, Smiths Island, on July 19th, oystermen and crabbers will now be allowed to become members of the organization. Twenty-five new members joined the Association at the meeting.

Among those present were Capt. Ira T. Todd and Capt. Sidney O. Landon of Crisfield, directors of the Association; Capt. John T. Murphy, Sr., president and director from Talbot County; Capt. T. Alvin Coulbourn, director from Dorchester County; Capt. John H. Price, director from Caroline County; and Gilbert H. Moore, executive secretary.

The group was organized for the purpose of guarding the interests of watermen by watching closely for any legislation that might adversely affect them, and by suggesting improved methods of catching seafood and of conserving the resources of the State.

Improving Oyster Rocks by Cultivation

A small portion of Great Rock in Tangier Sound was dredged with bagless dredges for several days during July in an experiment to determine whether or not oyster rocks can be improved by cultivation. Some oystermen claim that cultivation breaks up and removes the heavy growth of fouling organisms which cover the rocks, and at the same time exposes the shells for the attachment of young oysters.

A careful examination of the areas dredged in comparison to nearby areas not cultivated was made immediately after the dredging was completed. A second examination will be made in the Fall to determine the number of spat on the dredged area in comparison to the spat found on the area not cultivated. Members of the Tidewater Fisheries Commission feel that this type of bagless dredging should be given careful study in an effort to bring about a more rapid restoration of oyster resources.

Crab Season Unfavorable

The Maryland crab season has not been favorable so far, there having been a glut of small crabs at the beginning of the season and later a period during which the shellfish were scarce and prices were good. About the middle of July the second run of crabs began, but these also were small.



The 52' shrimper "Capt. Sleg" owned by Capt. Thomas Lewis of Savannah, Ga. She has a capacity of 21 tons and is powered by a 110 hp. Mack Diesel with a 3:1 Twin Disc reduction gear. Other equipment includes 34 x 30 Columbian propeller, Willard batteries, Fish Net & Twine nets and Columbian rope.

Diesel Installed in "Carol Dryden"

Capt. Norris Angle, hard crab runner for Carol Dryden, Crisfield, recently installed a 250 hp. Gray Diesel in the round stern boat *Carol Dryden*.

Oyster Tonging Season

The oyster tonging season will open in some areas of the Maryland waters of the Chesapeake Bay on September 1, and will start in all areas on September 15. Private planters will begin operations on September 1.

The Tidewater Fisheries Commission recently planted 613,000 bushels of oyster shells in Maryland waters, in addition to 2,053 tons of steel slag, planted in Eastern Bay at Mill Hill. Slag was found to be a good oyster growing medium in an experimental planting in 1944, but this is the first time it has been used extensively by the State. Utilization of slag was made necessary by an insufficient supply of oyster shells for planting purposes.

Quinn to Build New Steamer

The Wallace M. Quinn Fisheries, Crisfield, will begin construction on a new fish steamer in the near future. This firm already has built two steamers in Crisfield.

Purchase Ice, Cold Storage Plant

A group of Crisfield seafood dealers has formed a corporation, and has purchased the large ice and cold storage plant of the Delaware Light and Power Co., located in Crisfield.

Georgia Sound Areas Closed

L. J. Andrews, supervisor of the coastal area for the Georgia Game and Fish Commission, recently announced that the State's sounds would be closed to commercial fishing this year during the period from July 15 to August 31. Andrews issued a plea for full cooperation by fishermen in observing the closed season which was put into effect especially to protect small shrimp.

In connection with enforcement of the ban on commercial fishing, it was pointed out that the coastal area's patrol is being augmented by two more speedboats and another airplane. These and the present equipment will be fitted with two-way radio sets on a secret wave band, so that they may keep in constant communication with the Brunswick land station.

The coastal supervisor reminded that rivers and creeks of the State are closed the year round not only to commercial fishermen but also to any craft using power-drawn nets, regardless of the size of the net or the purpose for which the shrimp are being caught.

Virginia Haul Seine Law in Dispute

Despite a recent York County trial justice court decision to the effect that the section of the law requiring one end of a haul seine to be anchored in shallow water has been repealed and that the pulling of haul seines with two power boats simultaneously is legal, Charles M. Lankford, Jr., Fisheries Commissioner, stated that inspectors' orders to cite anybody caught in that method of hauling seines will remain unchanged.

Lankford told of several recent convictions by trial justice courts in Gloucester and Isle of Wight Counties to support his contention that the law had been misinterpreted, and added that he hoped some future conviction would be appealed so that a decision may be obtained from a court of record.

Crabbers Making Better Catches

Tangier crabbers were making better catches the latter part of July than they did earlier. A small run of crabs appeared on the bars in Tangier creeks and coves, and both the hand netters and scrapers took from 200 to 300 crabs a day. The crabs are still small, ranging from 2 to 4" in length.

The 7 crab houses in Tangier Lagoon are now buying a total of about 140,000 crabs a week. The price for peeler crabs dropped from 5c to 3c on July 27, because the crabs were small.

Seafood Plant, Boat Destroyed by Fire

The L. M. Newcomb Co. seafood packing plant and docks, Phoebus, and the two-masted pound net boat, *Margaret*, which was docked alongside, were destroyed by fire on July 30. The building, in which fish brought in to the adjacent docks were prepared and packed, was valued at \$20,000, while the *Margaret* was valued at \$10,000, and other equipment lost at \$8,000.

The boat, owned by Capt. Will Hudgins, caught fire after a 65-gallon drum of gasoline which was aboard her exploded from the intense heat of the burning building. Damage to the fishing craft included burning out of the decking and the inside of the hold and destruction of a new Diesel engine.

Oyster Ground Applications Contested

Protests against the applications of H. Asa Booth and M. E. Sampson for 50 acres of oyster ground on the Great Wicomico River, and against Mason Booth and Earl Cockrell for 600 acres of oyster ground on Chesapeake Bay, at the mouth of the Great Wicomico River, were heard on July 22 at a meeting of the Virginia Fisheries Commission. There was some dispute as to whether the ground applied for was within the area covered by the Baylor survey, which section includes the public oyster rocks. Approval of the applications was made pending the findings of an engineer who will make a survey in the near future. Also approved was the riparian application made by H. M. Scammon at the last meeting of the Commission.

The Commission rescinded a resolution which ordered that the section of the Chickahominy River extending one mile below the dam at Walkers be closed indefinitely upon application by Gary Menzel and delegation for use of the section for hauling purposes. The area was closed in order to provide a spawning sanctuary for shad.

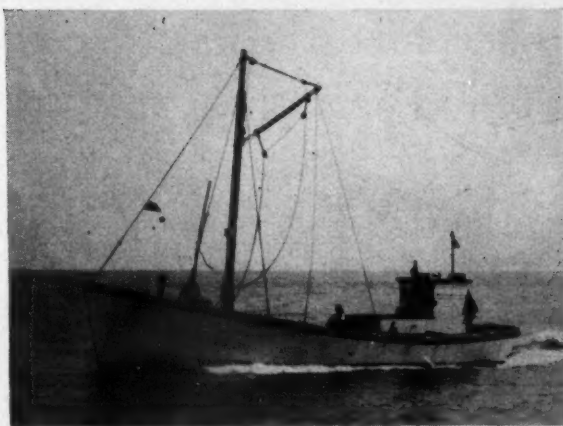
Charles M. Lankford, Jr., Commissioner, presided at the meeting. Those present included the following: R. A. Edwards, Smithfield; Paul Crockett, Yorktown; and Sen. George Layman, Newcastle.

Selling Alewives to Crab Potters

Tangier alewife runners are now selling some 180 bushels of alewives a day at \$1.00 a bushel to the crab potters. The alewives are purchased from trappers in Horn Harbor.

Norfolk Area Landings

Landings in the Norfolk area for the month of July totalled 1,869,000 lbs., as compared to 2,077,000 lbs. in June and 2,784,000 lbs. in July, 1946. Landings from pound nets accounted for 1,850,000 lbs. of the total, while production by draggers amounted to 19,000 lbs. Croakers, which showed a total of 1,008,000 lbs., led the varieties; followed by sea trout, with 465,000 lbs.; and Butterfish, with 132,000 lbs.



The 60' fishing boat "L. R. Smith" owned by E. Armistead and Sons, Peary, Va. She is powered by a 115 hp. D13000 Caterpillar Diesel.

Start Regular Air Shipments of Seafood

"Fresh-from-the-water" crabmeat from Newport News was served by a well-known Pittsburgh, Pa. seafood restaurant at noon on August 1, a little more than two hours after it had left the Peninsula Airport, Inc. in a plane owned by Drummond Air Freight, Newport News "air dealer" in seafoods. Delivery of the seafood, which was caught that morning, marked the start of the firm's regular schedule of two trips a week to Pittsburgh, Cleveland, Ohio and Detroit, Mich., with a load of 600 lbs. The concern eventually expects to make as many as two trips daily to mid-western cities, which formerly received crabmeat, for example, three or four days old at best.

S. C. Shrimp Fleet Grows

Record fleets of trawlers plied South Carolina's shrimping grounds as the season opened, July 1, heaviest operations centering around McClellanville, Rockville and Beaufort. The 1946 shrimp catch was estimated by the State Board of Fisheries to have had a value of \$1,208,537, but this year's haul is expected to be larger, due to additions to the number of trawlers in operation. Under legislation recently enacted only 100 out of State boats are to be allowed South Carolina licenses, and such boats will be charged \$150 for a license if they can show licenses for the last three consecutive years. Those not able to show that they have operated in these waters for three years, must pay \$2,500 per boat. South Carolina boats pay a license of \$25 under the new legislation. As the season opened wholesale prices in Charleston ranged from 40 cents to 60 cents per pound, 10 to 15 cents below a year earlier.

Suggests Changes in Fisheries Board

A complete revamping of the State Board of Fisheries in order to better serve the coastal counties and to strengthen enforcement of South Carolina fishing laws has been recommended by Rep. T. Legare Rodgers of Beaufort. Rep. Rodgers disclosed that he favors enlarging the Board by naming two members from Beaufort County, two from Charleston, two from Georgetown and one from Horry, instead of one member from each of those counties and a chairman from Colleton County, as at present. Colleton County, whose member Rodgers favors eliminating, has no maritime fishing industry and no ocean frontage of consequence.

He urged that the present staff of a dozen or more inspectors be replaced by a chief inspector and one inspector for each of the four counties, and asserted that the inspectors should be appointed by the Board of Fisheries rather than by the legislative delegation of the respective counties in which employed.

Rodgers opined that the Board of Fisheries should maintain launches at Beaufort and Georgetown, in addition to the one presently at Charleston, as the small outboard motorboats now stationed at these two ports do not provide adequate means of checking violations of State laws and out-of-State boats. He also declared that there should be an overhauling of the State's fishing laws, and that more rigid restrictions should be imposed on the issuing of resident shrimp licenses.

60-Ft. "Liberty Belle" Is Good Sea Boat

The 60' dragger *Liberty Belle*, newest addition to Provincetown's fleet, left on her maiden fishing trip July 13. The vessel was designed and built by Davis Boat Yard, McKinley, Me., and is owned by Captains Henry H. Passion and Edgar W. Francis, Jr. Capt. Passion also owns the 57' *Liberty* and the 60' *Liberty II*.

Powered with a D13000, 115 hp. Caterpillar Diesel turning a 22 x 34 Columbian propeller through a 2:1 Twin Disc reduction gear, the boat makes better than 10 knots. Her lines provide good bearing forward and enable the vessel to carry a load without going down at the head. Her stern is square with a 12" cambre, and the underwater section is especially designed to prevent pounding. The bow is strongly flared to keep water off the deck.

The dragger has a beam of 17' and draft of 7'6". She is framed with double 1 1/4 x 4 1/2 steambent, laminated oak on 12" centers, planked with 1 3/4" fir and decked with 2" native cedar. All fastenings are galvanized and bolting is extra heavy with nuts and washers on either end.

The vessel left the boat yard, completely outfitted, on July 3, following a fast launching and christening by Mrs. Passion. Among those present at the launching were William Sklaroff and A. E. Cockcroft of Stanley Fisheries, Manset, Me.

Accommodations are provided for 4 men in the fo'c's'le, while there are 2 bunks off the engine room and one thwartship berth in the pilothouse. The quarters are finished in cedar sheathing and birch trim. Access to the engine room companionway is provided from the pilothouse as well as from the after deck.

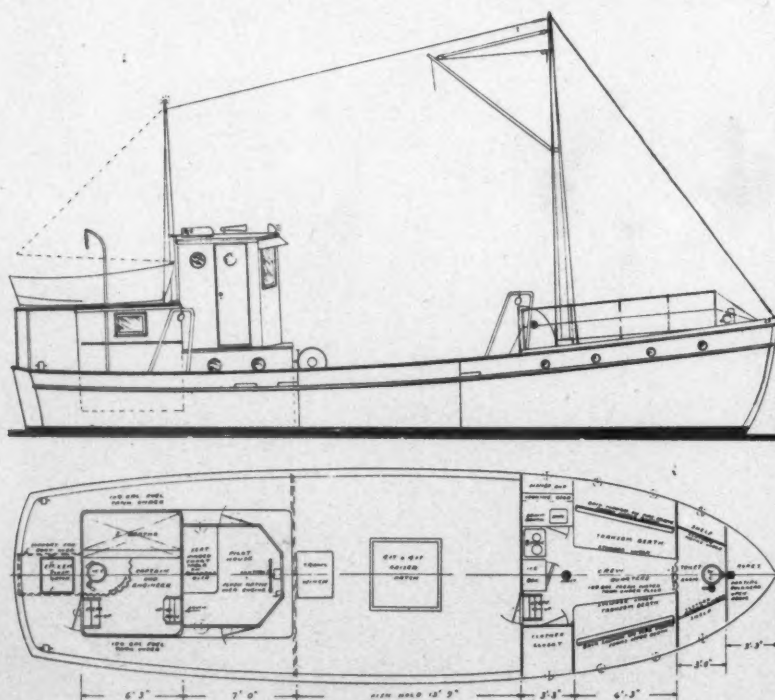
The vessel has a capacity of 60,000 lbs. of iced fish, and carries 750 gallons of fuel oil in tanks either side of the engine and 100 gallons of fresh water. Hathaway Machinery Co. supplied the gallows frames, blocks, and its Model 1335-40 winch, as well as the steering gear and 3" bronze shaft. Other equipment on the boat includes a No. 2 1/2 Edson hand deck pump, 32-volt Exide batteries, Marine Products washdown pump, Kelvin-White compass, Submarine Signal Fathometer and No. 214 Shipmate galley range.

The *Liberty Belle* is the third dragger to be built by Davis, the



Launching of the 60' dragger "Liberty Belle" at Davis Boat Yard, McKinley, Me. Top panel, from left to right, Capt. Henry H. Passion, Capt. Edgar W. Francis, Jr., owners; and builder Grandville W. Davis.

other two having been the 52' *Dawn*, owned by Capt. Frank Raymond of Provincetown, and the 58' *Stanley* formerly of Southwest Harbor and now operating out of Plymouth, Mass. Facilities at the yard were enlarged recently to handle construction work on two vessels, and at the present time the yard is completing the 62'9" dragger *Dorothy & Betty II* for Elmer L. Gross of Stonington, Me., which will be powered with a 165 hp. General Motors Diesel with 4.4:1 reduction gear.



47' Dragger Design

The accompanying plans are of a 47' dragger designed by William J. Deed, New York naval architect, for Bahrs Highlands Shipyard of Atlantic Highlands, N. J. She has a 13'1" beam over planking and draws 4'6". The fish hold is 13'9" long, with a 4' x 4' raised hatch, and will carry about 25,000 lbs. of fish.

The boat is to be ruggedly constructed and equipped with a 100 hp. Diesel engine for a speed of 10 knots. Optional power is a 140 hp. engine with 3.17:1 reduction gear. Two 100 gal. fuel tanks are located in the engine room and there is a flush hatch in the pilot house over the engine.

The crew is berthed forward with accommodations for four. The lower bunks are used as seats with the top pipe-bunks arranged so that they can be lowered to form a cushioned back rest. The quarters are equipped with complete galley. A toilet room and closets for oilskins and clothing are located forward of the bunks. Under the floor there is a 100 gal. fresh water tank. Aft in the deck house are quarters for the skipper and engineer.

Louisiana Has Annual Fleet Blessing

The annual blessing of the Morgan City, Berwick and Patterson, La. shrimp fleets was held on August 2 and 3 this year, marking the first time a week-end has been devoted to the event. The ceremony, which was revived in Morgan City twelve years ago, took place on the eve of the departure of the vessels for the Gulf shrimp waters. A parade, skiff races and demonstrations on Berwick Bay were features of the celebration.

The gaily decorated trawlers, moored two and four abreast along the Morgan City and Berwick wharves, and crowded with passengers, were blessed on the second day of the celebration by Father Jules Touns, who was aboard the flagship *Captain Gene*, owned by Noble Hardee and captained by Gene Olsen. The trawlers, which had been overhauled and painted during the closed season, paraded on Berwick Bay following the blessing ceremony.

An outstanding innovation of this year's celebration was a display of marine engines, boat supplies and equipment on the City Hall Square.

The two-day program was climaxed with the coronation ball on August 3. W. E. Kenon of Morgan City, owner of the Kenon Seafoods Co. and a fleet of trawlers and also a partner in the Jumbo Shrimp Co., reigned as king, while Miss Ruth Kiffe of Berwick was queen. P. A. LeBlanc, secretary of the Gulf Coast Seafood Producers Association and general chairman of arrangements for the celebration, acted as master of ceremonies.

Oyster Rehabilitation Bill Pending

The House-passed Colmer-Domengeaux bill providing for a \$50,000 appropriation for a study designed to pave the way for rehabilitating Louisiana and Mississippi oyster beds was still pending in the Senate when Congress adjourned on July 27. The bill as passed not only authorizes the Fish & Wildlife Service to make a study, but empowers the Service after completing the study to recommend to Congress funds to restore the oyster beds in Mississippi Sound and in the waters of Terrebonne Parish, La. The measure sets a precedent in that it holds the United States Government responsible for any future damages growing out of the opening of flood control projects.

The oyster beds were damaged by the opening of the Bonnet Carre Spillway, man-made distributary of the Mississippi River above New Orleans. The House Committee on Merchant Marine and Fisheries reported that it has been estimated that Mississippi suffered a \$3,000,000 loss, and Louisiana a \$1,000,000 loss.

"E. S. Dickerson" Fishes for Red Snapper

The shrimp trawler *E. S. Dickerson*, skippered by Capt. M. F. Etheridge of Morgan City, has been fishing for red snapper during the closed shrimp season. A Fathometer was installed on the trawler as an aid in locating the red snapper banks. The vessel is owned by Capt. Etheridge and S. S. Stanton of Baton Rouge, and during the shrimping season she unloads her catches at the Twin City Fishermen's Cooperative Association, Inc., Berwick.

Additions to Shrimp Fleet

The new 65' x 18' shrimp trawler *Miss Catherine*, owned by John M. Dilsaver, Jr., joined the Morgan City fleet recently. The craft, which was constructed by the Diesel Engine Sales Co., St. Augustine, Fla., has many modern features, including a Kirsten automatic pilot. The vessel will unload its catches at the G. L. Palmer plant.

Felice Golino, head of the St. Johns Shrimp Co., Patterson, recently purchased a 136' YMS-104 Navy mine sweeper which he is having converted for use as a shrimp trawler. The vessel will be equipped with freezing apparatus in order to permit a long stay at sea when catches are heavy, and will have facilities for packaging the frozen shrimp aboard ship.

New Vessels to Patrol Mexican Shrimp Banks

Two New Mexican Coast Guard vessels, the *Queretaro* and the *Potosi*, recently joined the *Guanajuato* in the Gulf of Mexico to



The 41' shrimper "Memory" owned by Hy Navarro, New Orleans, La. She is powered by a 30 hp. Fairbanks-Morse engine turning a 28 x 18 Hyde propeller through a 2:1 Twin Disc reduction gear. Net capacity is 10 tons and she is equipped with Willard batteries.

hunt shrimp pirates. The Mexican Navy's Department of Fishing announced on July 27 that a new shrimp bank had been found in Campeche Sound, off the Yucatan Peninsula, and was one of the favorite spots for U. S. and Cuban fishing boats poaching Mexican waters. U. S. and Cuban fishing boats have been "captured" repeatedly this year in the Gulf and charged with infringing Mexican territorial waters. Many of them have paid 1,000 pesos (\$200) fines, and had their catch taken away.

Lakes, Rivers Closed to Shrimping

Commissioner Luther S. Montgomery of the Louisiana Wild Life and Fisheries Department announced on July 11 that lakes and rivers in Cameron and Calcasieu Parishes are to be closed against shrimp trawling and seining indefinitely as a conservation measure. The new order which was issued at the request of the Police juries of the two Parishes and on the recommendation of Department biologists will not affect the Gulf waters of the two Parishes.

The closed waters according to the Commissioner are among the best incubating grounds in the State for shrimp and for certain species of fish. He added that the operation of shrimp trawls and seines in the area inevitably results in the destruction of young shrimp and fish.

Mississippi Sets Shrimp Season Closing

A closed season on commercial shrimping was set between June 10 and the second Monday in August of each year at a recent meeting of the Mississippi Seafood Commission at Biloxi. The ordinance permits the taking of live shrimp to be used as bait during the closed season, provided that no person shall take or have in his possession for bait live shrimp taken from closed waters during the closed season in quantities over 105 lbs. in the aggregate at any one time.

The regulation also permits the taking of shrimp for home consumption or local markets in quantities not over 10 lbs., but limits such shrimping to cast nets, traps, and trawls less than 16' and seines less than 100'. Under the regulation, boats not tied up in port are not permitted to carry trawls longer than 16' in length. The ordinance took effect on July 25.

Biloxi Shrimpers Blessed

Approximately 100 brightly decorated shrimp trawlers of the Biloxi, Miss. area were blessed on July 27 by Rev. James Curley, aboard the trawler *Mary Edna*, skippered by Joseph Kopszywa. The blessing, which marked the first postwar revival of the ceremony in Biloxi, officially inaugurated the new shrimping season. Following the ceremony, participating vessels paraded down the channel. Committeemen assisting in planning the colorful event included Meco Filipich, seafood inspector, and Clell Dildy, head of the Biloxi Seafood Shippers' Association.

Great Lakes Fishing Laws Are Revised

Provisions of the new commercial fishing regulations recently passed by the Michigan Legislature and given immediate effect after being signed by the Governor include a ban on the "smokestack" type of pound net in Lake Michigan after January 1, 1950 and legalization of trap nets in Lake Michigan waters up to 50' deep. The new regulations permit gill netting of smelt in open water as well as under the ice, and sanction the use of 2 1/4" herring nets in Whitefish Bay and Green Bay.

Great northern pike which are caught in the nets of commercial fishermen now may be legally bought and sold, and the two-month closed season on Lake Superior herring, which has been in effect in years past, starting July 15, has been eliminated. The new laws provide for an increase in the price of commercial fishing licenses, and prescribe a shortened closed season on lake perch, to end May 20, so that fishermen may take advantage of the usual Memorial Day trade.

Henceforth illegal gill nets found on the premises of their owners but not in use may be seized. However, such nets may not be confiscated unless thereafter found in use. This is an outgrowth of big scale seizures several years ago and subsequent legislative action to restore the nets to their original owners. Another provision of the new regulations is that no commercial nets may be set within a half mile of any dock from which the public is permitted to fish.

Wisconsin's Supervising Warden Charles Eceloerger recently announced that all setline and gill net operators are required by law to have their gear marked with a white flag on one end. He added that any line or net that does not bear a flag will be confiscated.

Fishermen Preparing for Fall Run

Bay Port, Mich. commercial fishermen lifted their nets early in July for the slack Summer months, after what they termed a very poor Spring season. The nets will be inspected, repaired and made ready for the Fall run of herring, suckers and perch, and setting was expected to start about the middle of August.

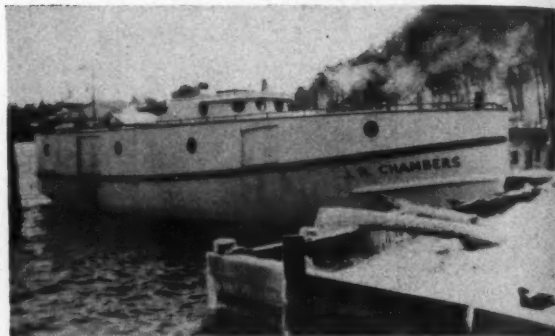
Spring fishing, delayed from the start by poor weather, failed to make a good showing at any time, fishermen said. The pickerel catch was listed as one of the lightest on record, and the herring take was reported as light, but possibly heavier than last year's.

According to records of past catches at the Bay Port Fish Co., Bay Port, the pickerel cycle is at low ebb now, and catches should be on the increase within a few seasons. Whitefish, too, apparently have reached the low ebb of a cycle, for catches are now on the upswing.

With the warmer weather which prevailed in the upper Great



The 58' all-welded steel gill-netter "Beatrice A II" owned by Capt. Russell Appeman of Vermilion, Ohio. Built by Vermilion Engineering Co., she is styled after Canadian boats with 16" I-beam for keel, 3/4 x 2 1/2 flat bar frames, and 3/16 plating. A Chrysler Royal gasoline engine gives her a speed of 11 mph.



52' steel tug "J. R. Chambers" owned by Murray Chambers, Holland, Mich. and built by Burger Boat Co., Manitowoc, Wisc. She is powered by a 90 hp. Kahlenberg Diesel and uses a Crossley net lifter and Gold Medal nets.

Lakes region during July, trout and whitefish production tapered somewhat. The operators in this area are supplying the demand, but are not making any noticeably heavy shipments at present. Most of the netting operations during July were by gill and pound net sets.

A few of the boats from Bay Port have reported good catches of whitefish from the middlegrounds, midway between Port Austin and Tawas, beyond the Charity Islands, and heavy takes have been made on the east shore of the Thumb district in Lake Huron within the past few weeks.

Michigan Ratifies Water Boundaries

Governor Sigler of Michigan recently signed a bill which sanctions an agreement between Michigan, Minnesota and Wisconsin regarding the setting of water boundaries between the three States. Minnesota and Wisconsin already have approved the agreement.

The boundaries are the first definitely set between the States, the lines formerly having been defined as merely in the middle of the lakes. The new boundaries are expected to make enforcement of commercial fishing laws easier.

William N. Anderson Dies

William N. Anderson, 60, who for 45 years operated fish tugs out of Marquette and Munising, Mich., died recently. Anderson was well known in the commercial fishing industry of his region, and had made several record hauls.

Control of Lake Michigan Unchanged

Efforts of Wisconsin commercial fishermen to secure a law which would remove Conservation Department authority over fishermen operating on Lake Michigan and Green Bay again have failed. Indefinite postponement recently was ordered in the Assembly for such a bill—one that had been approved four previous times and reconsidered a like number. Under the measure the Legislature would have set up fishing regulations, a condition that existed 10 years ago.

Dunkirk Boats Resume Fishing

The Dunkirk, N. Y. fish boats *Eleanor D.* and *Mary M.* recently brought in the first catches at that port since the local fleet tied up at the close of May. Each vessel had a few hundred pounds of herring and blue pike. Several other Dunkirk boats also have resumed fishing, and the *Henry S.*, owned by Henry Newton of Irving, has left for Fairport, Ohio to try its luck there. Spring fishing at Dunkirk was the poorest in years.

Dunkirk Hatchery Will Not Be Reopened

In answer to an inquiry by City officials as to whether or not the Dunkirk, N. Y. State fish hatchery at Point Gratiot will be reopened in the near future, Perry B. Duryea, State Conservation Commissioner, replied that because of a dearth of herring and whitefish eggs, this action is not likely. The hatchery was built by the State in 1918, and for a number of years millions of herring, whitefish and pike eggs were hatched and dumped into Lake Erie. Then in 1925, herring suddenly disappeared from the Lake. For a time eggs were brought to Dunkirk from Sodas. Then the State began bringing in pike eggs, but even this practice was discontinued in 1943 and the plant was shut down.

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Maine Fishermen's Fair Has Boat Races

The first annual Maine State Fishermen's Fair was held at East Boothbay on July 31-August 2. Highlights of the event were commercial fishing boat races, a gigantic clam bake, display of marine equipment and the crowning of "Miss down-Easter". J. Arthur Stevens of Goudy & Stevens Boatyard was general manager of the Fair.

The sardine carrier race was won by the *Trident*, owned by Trident Packing Co. and skippered by Capt. E. S. Doughty. Capt. Lowell Sproul of the *Myaca* came in first in the seine boat race, while Albert Barlow and Lowell Sproul led the dory race. Walton Ralston was first in the clam diggers outboard race. Lobster boat races were won by Lyman Alley in the *Leonard W.* and Richard Curtis in the *Sandy*.

Shellfish Investigation

A representative of the U. S. Public Health Service will visit New England soon to look for feasible locations for a shellfish investigation laboratory, according to Representative Margaret C. Smith. Commissioner Reed and Representative Smith are attempting to have the laboratory in Boothbay Harbor.

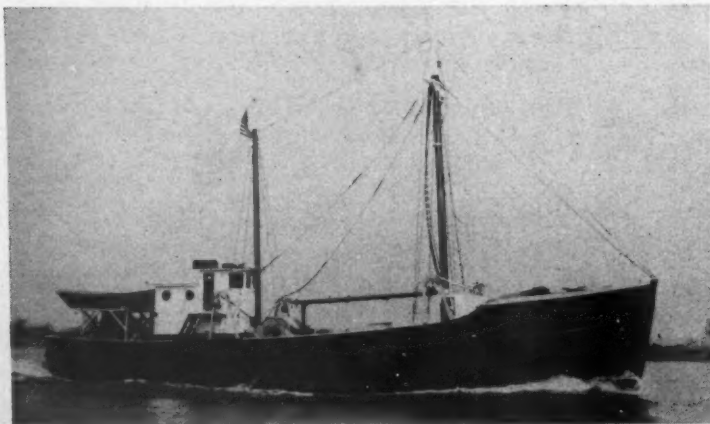
Reed also has appealed to Maine Representatives Smith and Hale to have \$35,000 included in the current deficiency bill for the purpose of investigating contamination rules for soft shell clams. Sen. Bridges of New Hampshire, chairman of the appropriations committee has been approached on the matter and has promised to give it his attention.

Lobster Production Slump

A decrease of more than 30% in the Maine lobster catch for the first five months of 1947 as compared with the same period in 1946 is indicated by figures compiled by the Department of Sea and Shore Fisheries. Preliminary estimates showed a total five month poundage of 2,877,965 while the 1946 catch was 4,261,725 lbs. Dollar volume paid to fishermen is \$1,327,914 compared to last year's five month total of \$1,987,000.

The month of May showed the greatest decrease with 785,632 lbs. against 1,663,000 lbs. in 1946. Another big loss was registered in April with 561,000 against 843,000 lbs. The catch was also low in June and early July but present indications are that it is beginning to pick up in a number of areas. The light production existed all along the coast.

More than 12,000 lbs. of short and oversized Canadian lobsters have been liberated in Rockland and Rockport waters during the six-month period ending July 1.



The 97' dragger "Positive" which was converted from a mine sweeper by Delaware Bay Shipbuilding Co., Leesburg, N. J., and is now operating out of Portland, Me. under command of Capt. Richard Train. Owned by George Stevens and Ray Larkey of New Jersey, the vessel will specialize in redfishing, carrying a crew of 11. She has a capacity of 200,000 lbs., and is powered with a 400 hp. Enterprise Diesel.

These lobsters were turned over to the Department by local dealers from Canadian shipments which they had received. Once the short lobsters have shed and thereby become legal, they should greatly increase the local catch.

Federal Herring Survey

The scientific division of the U. S. Fish and Wildlife Service recently assigned Leslie W. Scattergood, aquatic biologist, to conduct an extensive survey of the herring fishery. The investigation, covering the entire coast of Maine, will include a study of the population, geographical distribution and various other aspects of the industry.

For the past several years, Mr. Scattergood has been in charge of the Federal lobster investigation with headquarters in Boothbay Harbor. The lobster investigation will be carried on by the Maine Sea and Shore Fisheries Department under the direction of Clyde Taylor.

Warden Richardson Promoted

Department of Sea and Shore Fisheries Chief Warden Dan Malloy has announced the promotion of Warden Owen A. Richardson of West Point to supervisor to replace William Thurston, 60, of McKinley, retiring.

Richardson, who has been with the Department 12 years, was promoted as the result of a competitive examination in which 18 wardens participated. His headquarters will be near Ellsworth and he will cover Hancock County and sections of Penobscot and Waldo Counties.

Herring Catches Increase

The end of July saw herring catches increasing after a drop to less than one-third of the usual for that time of the year. Reports from most of the sardine canning plants indicated that both quantity and quality of landings were on the upswing. Factory whistles have been blowing with greater regularity, including the one at Holmes Packing Corp. factory No. 3 which has been restored to limited production after the May 21 fire.

Casco Bay has again become the grounds for large schools of herring for the first time in at least seven years. Thousands of bushels, for which fishermen received 91c per bushel, have been taken from this area. Return of the fish is attributed to suspension of Naval operations in that locality.

Divers Study Fisheries

Utilizing the volunteered services of two former Army divers, Otto Wallingford of Auburn and Conrad Beaulieu of Caribou who are students at the U. of M., the Department of Sea and Shore Fisheries Research Division is endeavoring to learn more about the secrets and natural resources of the ocean bottom along Maine's coast. A number of preliminary explorations have been made in the Sheepscot and Johns Bay areas.

Professor E. C. Ogden of the university's botany staff is also participating in the tests seeking to discover new marine growths that might be converted to commercial uses as well as to find the extent of sea moss beds.

Especial emphasis is being placed on the scallop supply at the present time and the divers have examined several beds in the Sheepscot region. The Department plans to conduct extensive research on this resource which had dwindled to a state of negligible importance during the past 25 years.

Chief biologist Clyde Taylor said that some interesting and valuable data had been discovered and that he hoped to be able to continue the work from time to time. He stated that this research might throw some light on the cause of the decreased lobster catch and noted that the effect of otter trawling on groundfish spawning beds might also be determined.

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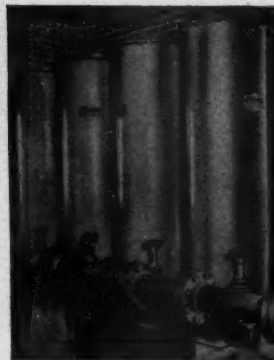
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Florida Spongers Plan Cooperative Selling

A cooperative sales exchange has been organized by a group of 200 Tarpon Springs sponge fishermen, with Comis Anglis as president. Establishment of the new exchange is the result of a trip through the North by a committee composed of Anglis, Diamondis Leonis and Costas Klimantos, all sponge boat captains and owners, and E. J. Hunt. The committee contacted chain store buyers, many of whom promised to buy directly from the fishermen. The effect of the new exchange would be to by-pass the long established Tarpon Springs Sponge Exchange, processors and distributors, thereby giving the fishermen more profit.

Organizers of the new exchange contend that buyers at the Tarpon Springs Sponge Exchange agree before auction time upon a maximum price above which they will not bid against each other. It also is asserted that the sponge fishermen are facing heavy competition from Mediterranean sponges imported by the Tarpon Springs processors and sold at low prices.

Netting Halted in Okeechobee Lake

The Florida Game and Fresh Water Commission, backed by two court decisions, announced July 28 that it would resume enforcement of its rules against the netting and sale of fish from Lake Okeechobee and the St. Johns River. Commercial fish dealers throughout Florida were given 48 hours to get rid of all stocks of bream, crappie and perch, and wholesalers, retailers and commercial fishermen were notified that beginning July 31, anyone caught with more than the angler's limit of these fish would be arrested and prosecuted.

The use of nets on Lake Okeechobee and the St. Johns River, which have been areas of dispute between sports and commercial fishermen for years, was outlawed by the Game Commission last October, but in May the Legislature passed special acts designed to reopen the waters. By designating the areas as salt water, the Legislature attempted to remove them from the control of the Game Commission, which has constitutional power to regulate fresh water fishing.

Circuit Judge Hugh M. Taylor of Quincy, however, recently ruled that three acts of the 1947 Legislature attempting to place the two areas under the State Conservation Commission, which regulates the salt-water fish industry, were unconstitutional. Earlier, Circuit Judge W. T. Harrison in Arcadia declared unconstitutional a 1947 act exempting St. Johns River and Lake Okeechobee fishermen from punishment for violating Game Commission rulings.

Closed Oyster Season Act Upheld

The constitutionality of the 1947 act prohibiting the taking of oysters from leased or public grounds in Franklin County during the closed season was upheld recently by the Leon County Circuit Court. Dewey Miller of Apalachicola, who

leases private bottoms in the inside waters of the County, had challenged the validity of the act.

Crawfish Season Opens

With an estimated 10,000 traps in use, boatmen were reported to have brought in more than 20,000 lbs. of Florida lobster (crawfish) to Key West and other Florida keys during the first 24 hours of the open season. The closed season ended at midnight on July 20.

Asks Funds for Study of "Red Tide"

Governor Caldwell has been asked by City Manager Ross Windom of Sarasota to make State funds available to the University of Miami for a study of preventive measures against the "red tide", a plague which recently caused the death of large numbers of fish in the Sarasota area. Approximately 5,000 tons of dead fish which were killed by the plague were concentrated in the Gulf 5 to 10 miles off Clearwater Beach early in August. The dead fish area was about 25-30 miles wide, but the density of the floating fish in the affected section was progressively less from north to south.

Producing Ready Filleted Canned Fish

R. B. Davis and Lloyd Stephens, Cedar Key fish dealers, are installing equipment for producing ready filleted canned fish, and expect to be in full production soon. Using the partners' filleting process, which is new to the Cedar Key area of the west coast but has been used successfully in St. Petersburg and the Pensacola area, four men can handle about 4,000 lbs. of fish in a day.

Construction of Jetties Unlikely

Thomas D. Guthrie, transportation economist for the U. S. District Engineer's office, Jacksonville, told members of the Chamber of Commerce at a meeting in Daytona Beach on July 14 that it is unlikely that the War Department will authorize the construction of jetties at Ponce de Leon Inlet between Daytona Beach and New Smyrna Beach.

He said that a showing of greater economic benefits would have to be made before further improvements to the inlet can be expected. The cost of constructing the jetties is estimated at \$3,000,000, with a \$145,000 annual carrying charge. Maximum benefits to shrimpers, commercial fishermen and pleasure boats are calculated at only \$57,000 a year.

Asks Permission to Build Wharf

The Almon Fish Co., Inc., St. Petersburg, has applied for permission to construct a 210' timber marginal wharf on its property in John's Pass immediately seaward from the bridge over the waterway.

Morris Crab Co. Leases Seafood Plant

The O. H. Morris Crab Co. has leased the Welaka Sea Food Co. from Mrs. Pearl C. Morris for a period of three years, it was revealed at Palatka early in July. Expansion plans call for the use of automatic sealing devices for fish and crab meat in the canning plant which is a new department of the crab plant. The Company is said to be the only Florida firm canning shad roe and shad, and will be the first to can crab meat, under process, in the State. O. H. Morris is owner of the crab firm, and will supervise both enterprises.

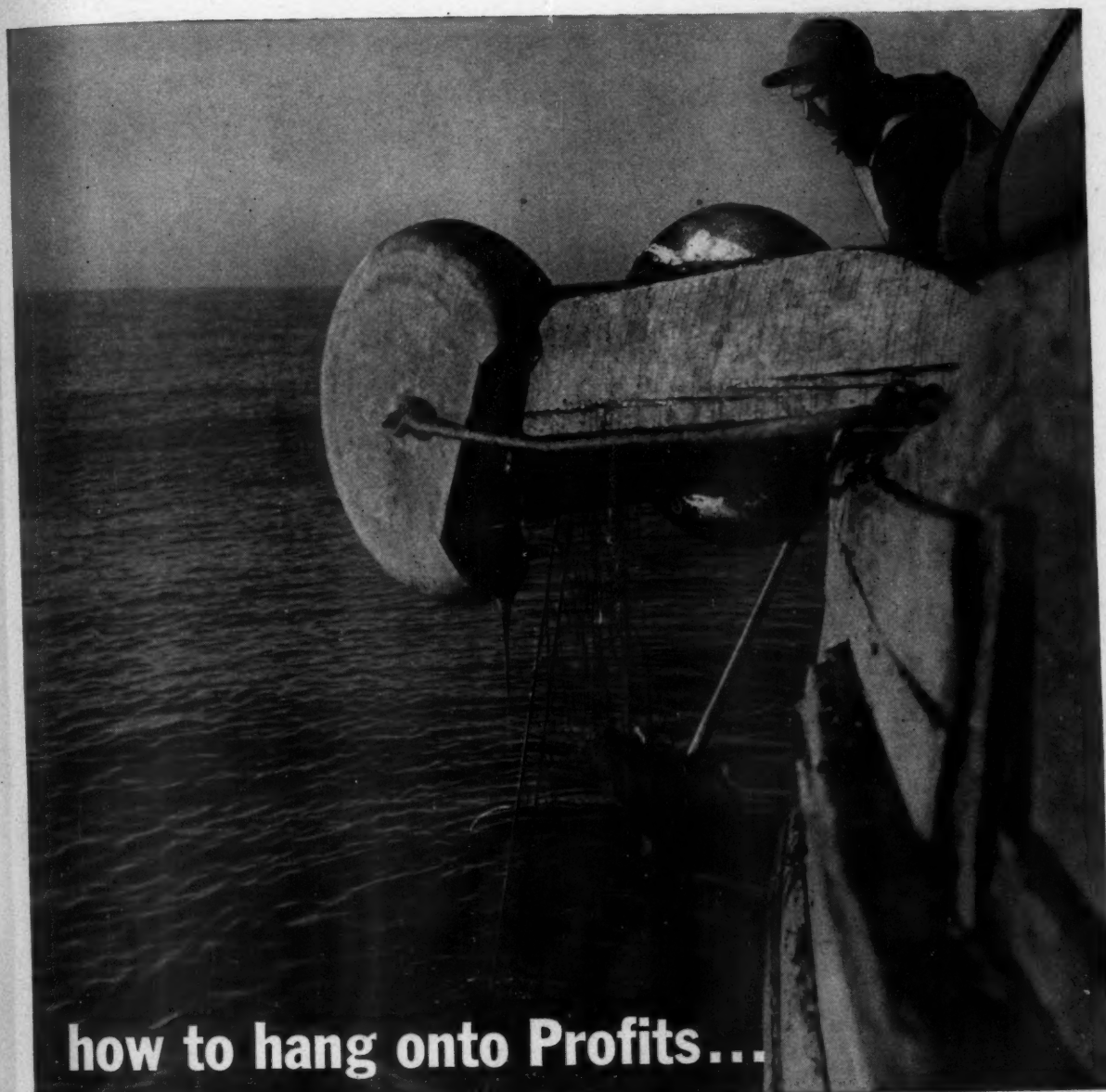
Seeks Aid for Sponge Industry

Dr. Lewis Radcliffe, executive secretary of the Sponge Institute, Washington, D. C., has appealed to Governor Caldwell for aid in relieving the present difficulties of the sponge industry. He has asked that the sponge industry be given No. 1 priority on a portion of the \$45,000 to be spent annually on Florida's salt-water fisheries.

In a letter to the Governor, Dr. Radcliffe pointed out that the present situation in the sponge industry was brought about by the following major factors: the blight of 1938-39 which wiped out the sponge supply of the Bahamas and damaged the fisheries around Key West and along the Gulf coast and other West Indies areas; the stoppage of sponge fishing in the Mediterranean during the War years and the resulting increased demands on domestic sources of supply; and the lack of adequate protection against the catching of illegal sized sponges.



The 38' mackerel boat "Victory Morn" owned by Jack R. Cannon, Naples, Fla. She is powered by a 115 hp. Chrysler Crown gasoline engine swinging a 20 x 20 Columbian propeller and using Esso lubricating oil and Willard batteries.



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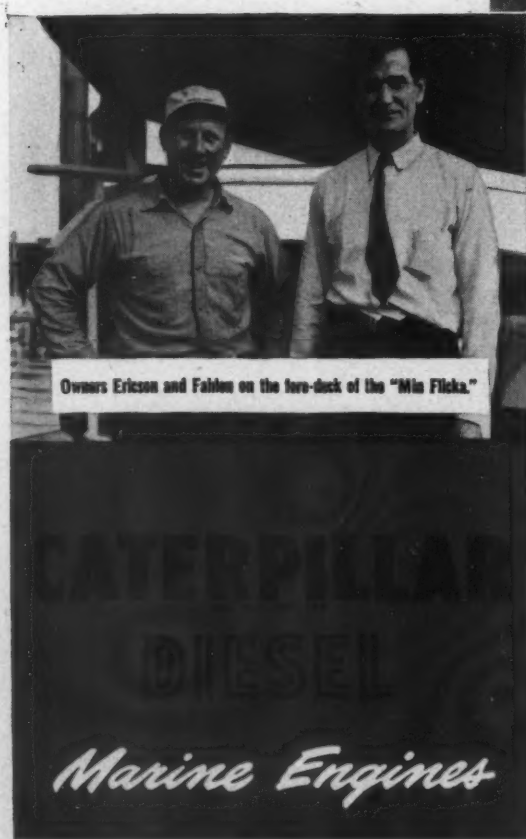
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Owners Ericson and Fahlen on the fore-deck of the "Min Flicka."

The "Min Flicka," of Newport, R. I., sets a new style in New England fishing craft

The 55-foot *Min Flicka*, owned by Eric R. Ericson and Lars A. Fahlen, is one of the first boats with western rig to fish out of a New England port.

She's a sturdy, handy-sized craft, with 35,000-pound hold capacity aft. Her 6-cylinder, 115-horsepower "Caterpillar" Diesel Marine Engine not only puts plenty of dependable power on the shaft but drives a winch, bilge pump and 750-watt generator for the lighting system.

The owners say: "While our boat is new, we've been well satisfied with our engine. Its power gives us speed and handles our load very well."

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North Carolina Initiates Reciprocal Shrimping

Shrimp fishermen of North and South Carolina will be permitted to operate in either State by holding only one license under a reciprocal agreement signed by the North Carolina Board of Conservation and Development on July 30 at the closing session of its three-day Summer meeting. Under the agreement, license fees would be the same in each State—\$2,500 for all boats except those which have shrimped for the past three years. These are required to pay \$125.

Capt. John Nelson was reappointed Fisheries Commissioner of the State for another four years, and the completion of this term will mark his 50th anniversary of work for the State. Capt. Nelson, who began in 1901 as a crew member on a State sail boat, was appointed Fisheries Commissioner in 1919, and has held that position ever since.

In his report to the Board for the past year, the Commissioner recommended that a breakwater be established at Oregon Inlet and that a channel be cut across the reef to Pamlico Sound, which would enable menhaden fishing to begin the first of September instead of the middle of October.

Shrimping Shows Improvement

Capt. John A. Nelson, Commercial Fisheries Commissioner, has reported that shrimping during July was better than in the same month of last year. The shrimp season, originally scheduled to open the 15th of July, opened more than a month before that date.

A large fleet of shrimp trawlers is operating in waters about 5 miles south of Beaufort Inlet, and catches have been very good recently. There are about 100 boats in the fleet, and many of them base at Morehead City. Others base at Beaufort, Harkers Island and fishing towns along the shore of Core Sound.

The size of the shrimp being taken off Southport showed a noticeable improvement the middle of July, and a considerable number of jumbo shrimp were being taken. One of the W. S. Wells boats brought in a bushel of these large shrimp which were taken along with a good catch of ordinary size shrimp.

Approximately 130 shrimp trawlers are now operating or plan to operate out of Southport in the near future. The vessels are said to represent the most powerful shrimp fleet ever assembled at that port, considering the average capacity, and the largest number of trawlers based there at any one time since before the War. Although 200 boats operated out of Southport one year, their average length was considerably less than the 45' which the vessels in the present fleet average.

Freezing Plant in Full Operation

The \$170,000 plant of the Beaufort Quick-Freeze Co., Inc., Beaufort, which has been under construction for 18 months, started full operation during July.

"Eleanor Marie" Joins Southport Fleet

The 60' shrimp trawler *Eleanor Marie*, owned and operated by Capt. Barkley Tomlin, joined the Southport fleet the middle of July.

Capt. Clarence Simmons of Southport has a new 85' trawler powered by a 200 hp. Diesel.

Davis Operating Buying House

W. S. Davis and brother of Beaufort have leased part of the Hart fish house at Southport and are now operating as buyers and shippers. They brought about 20 boats from Carteret County to Southport the middle of July. A number of the boats owned or operated by Hart also have arrived from Rockville, S. C.

Processing Shark Meat

Croatian Frozen Foods, Inc., Morehead City, is now processing shark meat and is shipping shark steaks to several markets in the country. The Morehead City commercial shark industry is growing, and at present there are three boats in the fleet which base at the Croatian Frozen Foods, Inc., including the *Emily A.*, *Mako* and a smaller boat. The *Emily A.* is owned by Capt. Joe Talley, while the *Mako* is a recent arrival from Florida. Eddie Warren is general manager of Croatian Frozen Foods.



The 35' shrimp "Irene" owned by E. T. Foster of Swansboro, N. C. She is powered by a 115 hp. Chrysler Crown engine.

Connecticut Shellfish Board Elects Gilmore Chairman

James A. Gilmore, of the Andrew Radel Oyster Co., has been elected Chairman of the Connecticut Shell Fish Commission. Other members of the Commission are Arthur R. Beach and James E. Munson.

At the recent session of the State Legislature the Commission sponsored legislation including two bills which dealt with taxation of oyster grounds, designed to simplify annual reports which must be submitted by all holders of State-controlled oyster grounds. Another bill increased the penalty for planting any species of oysters except the native *Ostrea Virginica* in the State's waters from \$50.00 or six months in jail, to the same figures for each bushel. Thus a person planting 1,000 bus. of any foreign species would be liable to a fine of \$50,000.

Baby Lobsters Released

By the first of August the State lobster hatchery at Noank had released along the State shore approximately 260,000 three weeks old lobsters. Officials estimate that there will be a survival of about one-third whereas about 99% of ocean born lobsters are lost to enemies.

Oysters Partially Spawned

Examination of samples of oysters collected in Long Island Sound by the Milford Fish & Wildlife Service laboratory the week of July 28 showed that spawning of the oyster population and setting is taking place in a normal way. Approximately 9% of the oysters were still unspawned the latter part of July, approximately 15% were completely spawned and the rest of the population was in various stages, the majority being in the less than half spawned stage. The oysters at station 3, in the Milford section, and at station 10, in the Bridgeport section, both located at a depth of 30', contained the most spawn.

Setting of starfish continues, but fortunately in many areas it still is of relatively light intensity. Compared with the number of starfish found on the laboratory's collectors removed for examination July 24, setting of starfish showed an increase in the July 28 survey. Furthermore, setting has spread to the New Haven region.

As during previous years, the laboratory is offering the service of examining samples of cultch for members of the oyster industry. Persons interested in this service may call the laboratory, Milford 521, and ask staff members to sample the lots in which they are interested, or may collect samples themselves and bring them to the laboratory for examination.

Striped Bass Now Game Fish

The State of Connecticut has passed a law permitting the taking of striped bass by angling only. Under the measure it is also unlawful to sell the fish. Massachusetts passed a similar law last year.

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Fisheries Commission Holds Sixth Annual Meeting

Fifty commissioners and technicians of the 14 States of the Atlantic Coast held the sixth annual meeting of the Atlantic States Marine Fisheries Commission at the Hotel Roosevelt in New York City, July 17-18. Edmund L. Dunn of Massachusetts was reelected as chairman, and John B. Bindloss of Connecticut was elected vice-chairman to succeed Edwin Warfield, Jr. of Maryland who had served as vice-chairman since 1942 but who had resigned.

Creation of the Commission has proved to be one of the most significant developments for organized effort within the fishing industry. Each State is represented by a member from its State fishery administrative staff, one from its legislature, and a private citizen usually a commercial fisheries operator. For handling of more localized problems, the Commission is broken down into four sections: North Atlantic, Middle Atlantic, Chesapeake, and South Atlantic. The Commission is attempting to develop a wise national and international fisheries policy and is awakening the individual States to their responsibilities.

In general session the first day, the Commission heard reports of Wayne D. Heydecker of New York, secretary treasurer, and reports of three committees: Sanitation and Pollution Control headed by Carroll Peacock of Maine, Fisheries Education headed by Dr. Raymond G. Bressler of Rhode Island, and a drafting committee headed by Chairman Dunn which proposed two amendments to the compact under which the Commission functions. The first of these providing for the creation by two or more States of joint regulatory authorities was approved and will become effective when approved by the legislatures of the member States and by the Congress. The other providing for joint offshore conservation zones was referred back to the committee for further study. The Commission also heard a report by Dr. John R. Greeley, New York Conservation Department, on the possibility of increasing the supply of sea sturgeon.

The possible effects of the Supreme Court decision in the California Tidelands Case with respect to State enforcement of fisheries laws was also explored by the Commission and the Attorneys General who were present. The Commission also conferred in executive session with representatives of the State Department with respect to certain restricted matters.

On the second day, the Commission met in its four constituent sections. The North Atlantic Section under Chairman Dunn discussed conservation measures which might be applied to the haddock fisheries on Georges Bank off the Massachusetts Coast. It also discussed the possibility of increasing clam production and appointed a committee of 22 clam technicians headed by Commissioner Richard E. Reed of Maine to study this matter in detail at a meeting in Maine September 23-24 and report its recommendations back to the Commission.

The Middle Atlantic Section with Administrator Frank Lawson of Delaware as chairman discussed the alarming decline of shad in the Hudson River and voted to establish a continuing committee of New York, New Jersey, and Federal technicians to study this matter and recommend remedial measures. The Section also suggested that while the Delaware River is being cleaned up, New York, New Jersey, Pennsylvania, and Delaware enact measures to prevent over fishing before the shad return in quantity and thus to speed up the full restoration program. It recommended that the Commission continued to protest to Federal and State authorities, the erection of any dams that might interfere with the restoration of this once great Delaware shad run.

The Chesapeake Bay Section with Commissioner Charles M. Lankford, Jr. of Virginia as chairman adopted two resolutions, one applauding the work of the joint Virginia-Maryland Potomac Study Commission, and offering full cooperation to it, the other approving the coordination of research by the technical forces of Virginia, Maryland, and the Fish and Wildlife Service, on all phases of Chesapeake Bay fisheries.

The South Atlantic Section with Senator J. D. Parlor of South Carolina as chairman discussed the crisis in the Section's shrimp program created by recent South Carolina legislation and agreed to arrange for a larger meeting of the Section and the fishing interests of the three States in the South this Fall.

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PROPELLERS AND FITTINGS
give fine performance
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Diesel or Gas Fishing Boats

Make sure of best
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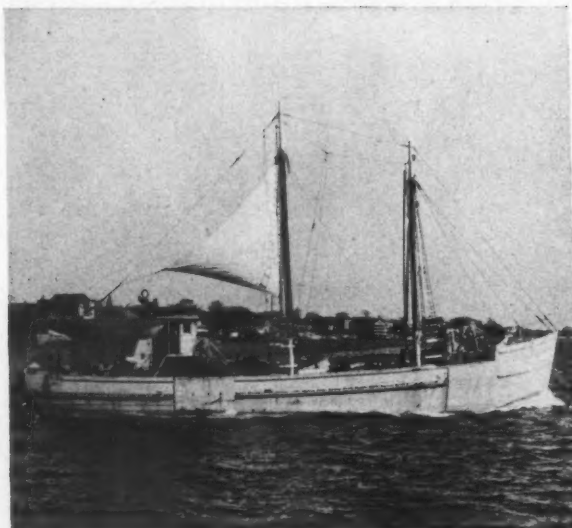
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machine ground
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bronze fittings —
strong, dependable.
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"W. Messick"
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COLUMBIAN BRONZE CORP.

North Main St., Freeport, L. I., N. Y.



FROM MINESWEEPER TO MODERN DRAGGER

The 97 Ft. "St. Christopher" is one of our conversions that is now operating as a successful dragger out of Gloucester. A former minesweeper, she was completely refitted for fishing by our experienced men, and is destined to be a highliner of the fleet.

Whether it's overhauling, converting or building, you can get the job done right in our yard. Our all-around service includes all types of engine overhauling and repairs, rigging service, hull repairs and alterations, electrical work, plumbing, etc. Your entire job can be done in our yard, without delay.

**FRANK L.
SAMPLE, JR., Inc.**

Shipbuilders

BOOTHBAY HARBOR, MAINE

Complete Modern Facilities for Designing, Building, Storing, and
Reconditioning Yachts and Commercial Vessels up to 200 feet



Texas Intra-Coastal Canal Appropriation Approved

Improvement of the industrial channel at Port Isabel is practically assured according to James C. Bowie of San Antonio, general manager of the Port Isabel-San Benito Navigation District.

To substantiate this belief, Mr. Bowie pointed out that the appropriation of \$685,000 for Brazos Island Harbor and one for approximately \$2 million for the intra-coastal canal system have been approved by the Senate. The industrial channel is part of the intra-coastal canal system.

Improvement of the industrial channel calls for a connection between the intra-coastal canal, south of town, and the industrial channel, and deepening and widening of that channel to a depth of 12' and a width of 125' on the bottom, to the Missouri Pacific bridge and down toward the turning basin, stopping short of the latter and for filling of the connection between the turning basin and the industrial channel. This would greatly ease the present congestion.

Swims Sixteen Miles

Baines Luddington, colored deckhand on the *Elizabeth J.*, swam 16 miles to shore after falling overboard while shrimping with Capt. Tony Garcia.

Martinez Trevino and his small son were rescued in the Gulf of Mexico after a fire aboard the trawler *Gulfstream* forced them to abandon ship.

Enlarge Seafood Plant

J. B. Jackson, owner of Jackson Sea Food Co., Rockport, has announced plans for the extension of his plant. A Quonset hut type building, 40' x 100', will be constructed and ready for use by September 1.

Non-Resident License Case Postponed

The State Supreme Court at Austin has postponed oral submission of the non-resident license test case involving 15 shrimp boats owned by Vincent Depuglio of Galveston until some time this Fall.

A license fee of \$2,500 for out-of-State boats was imposed by the 49th Legislature after Texas operators told committees that Louisiana fishermen in high-powered boats were cleaning out Texas shrimping grounds. The Texas fishermen said that the out-of-State boatmen were working at night in violation of an unwritten agreement among Texas fishermen.

The 50th Legislature further tightened the law by providing that any boat that is granted a resident license must be owned by an operator who has been a resident of Texas for at least 12 months. It also slapped size restrictions on shrimp and provided that no shrimp fishing be permitted at night.

Good Shrimp Landings

Heavy landings of shrimp were recorded in mid-July at Port Isabel. The *Margaret R.*, Capt. O. D. Bryant, unloaded 5987 lbs.; the *Mackerel*, Capt. Buster Goolsby, landed 3920 lbs.; and the *North Star* docked with 4070 lbs. All three boats were unloaded by Southern Fish Co. The *Ajax*, Capt. Robert Tomkins, landed 7000 lbs. at F & G Shrimp Co., and Capt. Eddie Freeze of the *Alamo* brought in 3900 lbs.

With the closed season in effect in Louisiana waters until Fall, demand from the East is heavy, and all shrimp shipments from Port Isabel now are going to Chicago and New York markets.

Union Congress Meets at Galveston

A meeting of the Congress of Seafood Union Representatives was held in the Buccaneer Hotel, Galveston, last month. Representatives from Louisiana and Texas attended. Subjects discussed included: The Taft-Hartley Bill, a resolution before the House concerning a quota basis on importation of Mexican shrimp, the effect of oil exploration work on Gulf shrimping, and the matter of fish and shellfish coming under the supervision of the Department of Agriculture.

The group was united in opposing present methods of oil exploration work and were also unanimous in agreeing that fish and shellfish should be placed under the jurisdiction of the Fish and Wildlife Service.

OUT OF GLOUCESTER



TO NET THE REDFISH...

Since the earliest days of our nation, brave and hardy men sailed from the sheltered harbor of Gloucester, Mass., to pit the strength of muscle and mast against the treacherous might of the sea. Their quest: the great fishing banks and a full hold of redfish, mackerel and whiting—the fish that provided their hard-won living.

Today, grizzled Gloucestermen still cruise the fishing banks off the New England coast to net the abundant redfish. Theirs is a rugged trade, requiring much of the same courage and skill that brought enduring fame to the forebears of the industry.

And today, just as then, the very lives and livelihoods of these fishermen depend upon quality rope. More than one hundred years ago, in New Bedford, Mass., a group of ship owners, captains and fishermen made their own rope to be sure of its quality. Their product was soon sought by others and the New Bedford Cordage Company was formed. These men had a practical knowledge of rope that continues to make New Bedford the finest rope for every use. Fishermen and users of rope in all industries rely upon its quality.

3026

NEW BEDFORD CORDAGE CO.

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Mills: New Bedford, Massachusetts

*dependability that is
built-in!*

Red Wing

MARINE ENGINES

30 Gasoline Models 8 hp. to 125 hp.
Turbo Diesel Types 42 hp. to 125 hp.



When you shove off...for anywhere...for any length of time...you don't want to wonder about your engine's dependability. You want to know—*for sure*. That's the first and best reason for having a Red Wing engine in your boat. The utmost dependability is built into every rugged part by forty-five years' specialized marine experience and engineering know how. Send for literature.

THE ARISTOCRAT OF CRUISER ENGINES

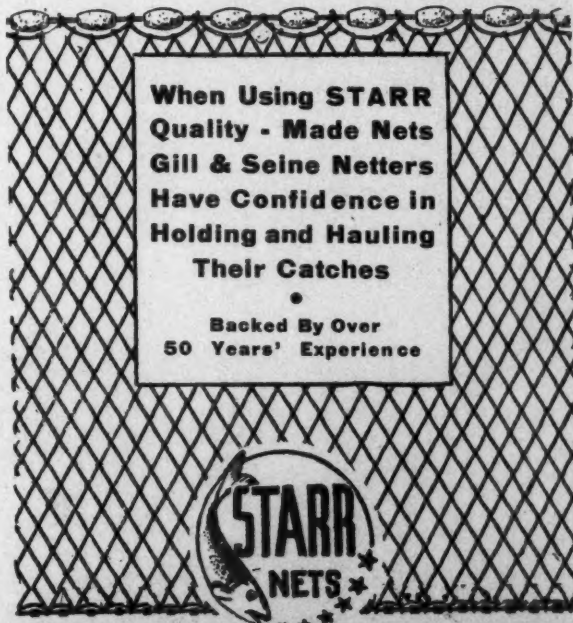
"Hiawatha Special"

58-90 hp., 6 cyl., 4" x 4 1/4", 320 cu. in. displ., 1500-3000 rpm.



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MORE FISH IN THE NET



When Using STARR
Quality - Made Nets
Gill & Seine Netters
Have Confidence in
Holding and Hauling
Their Catches

Backed By Over
50 Years' Experience



A. M. STARR NET CO.

East Hampton, Conn.

"OPERATION RELIANCE"



Since 1935 this 26' launch has been operating as a utility ferry in Long Island Sound... dependably... economically, thanks to her direct-drive model 90D-V8 Osco Marine Engine. Her twelve years of trouble-free service can well be called "Operation Reliance".

And, her future is assured... with years more of dependable, economical operation remaining in her Osco Marine Engine.

If you are looking for economy and dependability in a gasoline or diesel marine engine, it will pay you to consider Osco. You'll find all the many Osco marine engines—from 15 to 120 hp described fully in the Osco Literature Kit. Send for your copy today. Osco Motors Corporation, 20-20 E. Orleans Street, Philadelphia 34, Pa.

Osco
MARINE ENGINES

Better Fittings Pay Dividends

(Continued from page 15)

of its being plugged up by dead bugs and other such things as is the frequent case with small vents. Incidentally, the end of the vent on the outboard side should be fitted with a screen to prevent bugs from cruising around in it.

Gasoline valves are a mighty important thing. First of all they should be of the very best design, material, and workmanship. Two should be used in every gasoline line, one at the carburetor and the other at the tank. The one at the tank, at least, should be so fitted that it is readily accessible at the deck, even though a complicated extension is necessary to insure a deck shut-off which may be used in case of fire. Both underwriters and Steamboat Inspectors recommend, and in many instances demand, a deck shut-off at the tank.

It is most essential to use good gasoline strainers, in fact, I might say that it is essential to use the best gasoline strainers. Personally I like the type which strain through discs which may be revolved occasionally to clear the dirt from same. This is an expensive type but well worth the cost.

Engines and Exhaust Lines

Little things that are extras in the beginning may be so much cheaper in the long run. For instance, the engine in one of my boats used to cause me no end of trouble in regard to a sticky exhaust valve in the aftermost cylinder. Finally I discussed the trouble with the manufacturers of the engine. They recommended bronze valve guides, for dampness was coming back through the exhaust pipe and causing the valve stem to rust slightly as did the guide. The installation of the bronze guides cured the trouble. When the time came to replace the engine with a new one, I specified bronze guides in the new engine with the sure proof that they would save me much money and inconvenience in the long run.

A little extra investment on exhaust pipe installation is well worthwhile. By this I mean that copper tube or pipe should be run through the hull and well inboard before hooking up by means of hose to the iron pipe which runs to the engine. In other words, when you run copper or brass exhaust pipe through the hull you have something permanent and can go ahead and make it watertight with the assurance that the thing will stay put for many years. An additional feature is that you eliminate a lot of rust streaks down the topside from rusting pipe.

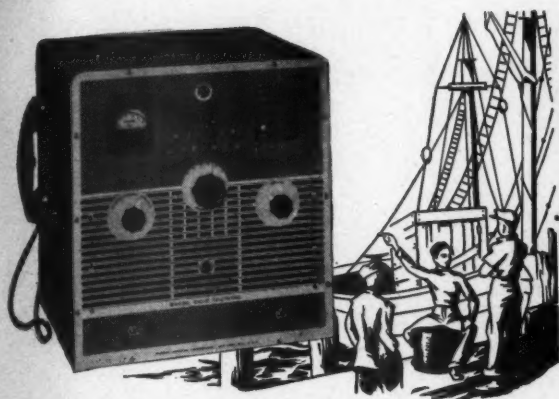
Such fastenings as the lag screws or hanger bolts for stuffing boxes and stern bearings should be of the best possible metal for the job. The extra cost will be saved over and over again when one considers the nuisance and general unhandiness of having to remove broken lags and hanger bolts, bore out, and so on. Large, well designed stuffing boxes and stern bearings are a big saving over a period of years as well as contributing to better performance of the vessel. I like a somewhat oversize shaft. This results in better service and a considerable safety factor which should not be overlooked. We have found that boats with rather heavier than usual shafts seem to save a lot of money on shaft repairs.

Rudder fittings should be of the best design, material and workmanship for poor rudder fittings are a constant expense, worry, and hazard. If you don't believe that they are a constant expense—well—I own and run a boat yard and can quote you figures that are definite proof.

A little bit better always pays in the matter of electrical fixtures. Cheap switches and such things just simply do not stand up to marine use as do the heavy duty ones. Batteries are something in which the best are the most economical, especially in the case of storage batteries.

A real saving in money is good navigation equipment, to say nothing of possibly saving the vessel. The latest charts, and all that sort of thing result in a saving. A good and ample sized compass with a good binnacle is indispensable both for better navigation and piloting, and in saving of eyestrain.

Any improvement, within reason, in living conditions aboard the vessel is a real advance in the long range economic interest of the vessel. Better living conditions result in a healthier and happier crew with more efficiency. For instance, a small additional layout for good mattresses will insure the members of the crew better sleep and better work the next day. This sort of thing pays dividends.



**The talk of the waterfront:
HUDSON AMERICAN'S "MASTER MARINER"
MARINE RADIO TELEPHONE**

From Boston's trawlers to the great Northwest's trollers... from the Gulf's shrimpers to California's crack tuna clippers... and in shipping centers throughout the country... when marine radio telephone equipment is discussed, talk turns inevitably to Hudson's great "MASTER MARINER"... its high quality... its fine unflinching performance... its ability to stand up under grueling conditions.

More and more commercial operators prize the unvarying reliability of this stellar performer... Pioneers in marine radio telephones, Hudson American offers the best equipment procurable at any price.

Write for information



HUDSON AMERICAN CORPORATION

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**All Aluminum
Open Sport Boat**

for Buzzards Bay Striped Bass Fishing

22' L. O. A.—7' 9" Beam—22" Draft

Speed in excess of 20 knots with Chrysler Crown engine. Handles beautifully at slow speeds in surf.

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Cut Your Fishing Costs

Save the time, trouble, work and costs of repairing or replacing bent, or broken hooks. Keep your losses of fish and gear at the lowest possible ebb by using

**MUSTAD
Key Brand FISH HOOKS**

Profit by the extra strength, the everlasting sharpness and extremely low upkeep that these finely tempered Norwegian fish hooks provide. You can get them at your fishing supplies dealer in every popular pattern and size and in the long run you'll find that they will save you money.

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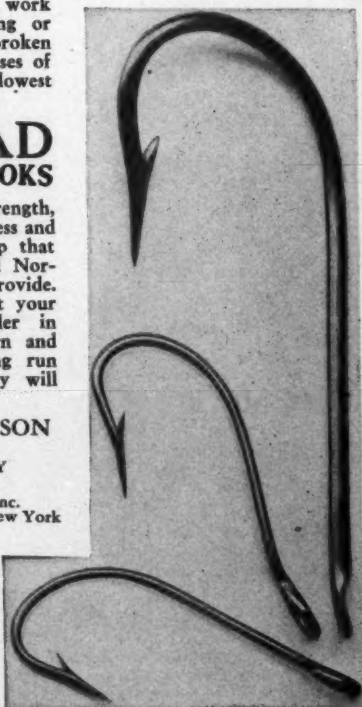
Established 1832

OSLO, NORWAY

Sales Agents

Ed. W. Simon Co., Inc.
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The hooks shown here are The Mustad - Halibut, The Mustad-Gray-itation and the Mustad - Limerick.



**BETHLEHEM
TRAWLER ROPES**

ARE bethanized*
TO KEEP RUST OUT,
... KEEP LIFE IN

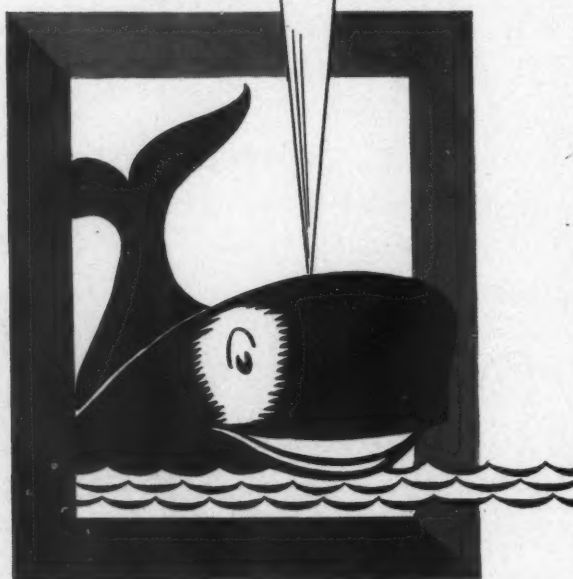
The bethanizing process, exclusive with Bethlehem, coats each wire with a uniform jacket of zinc—a durable, rust-resisting armor that doesn't peel or crack, even under severe bending.

When you think WIRE ROPE
... think BETHLEHEM

BETHLEHEM
STEEL

Consider the fate of the mammoth Whale
Who can only proceed by lashing her tail—
She'd save time and effort if someone
would tell her

The advantages of a FEDERAL propeller.



Experienced Boatmen know what a Whale of a difference Federal Propellers make in the performance of almost any type of craft. The Federal propeller is a precision made product of a special corrosion-resistant alloy, each wheel designed to do a specific job and do it well.

Federals up to the minute service and complete inventories assure replacement and repair on short notice. The ultimate in propeller satisfaction is the answer.



TRU-PITCH

FEDERAL PROPELLERS
GRAND RAPIDS, MICHIGAN



**FEDERAL
PROPELLERS**



EQUI-POISE



COMET

New Jersey Menhaden Vessels May Have Spotter Planes

A recent successful experiment in spotting menhaden schools from the air was conducted in a flight from Cape May to Sandy Hook. The trial flight was made at the request of the J. Howard Smith interests at Belford.

The plane was equipped with a radiotelephone and carried Giustino A. DeMonte, Asbury Park, sales manager for Jefferson-Travis, Inc., manufacturers of radiotelephones. Mr. DeMonte stated that he contacted fishing craft all along the New Jersey Coast.

Should further tests prove successful, the Company may equip all its aircraft with the radio for use in guiding the menhaden fleets.

The Federal Communications Commission, according to Mr. DeMonte, has approved this particular use of the radios, both as a safety measure in directing boats and for guiding them to the fish.

Reinstate Chief Warden

Early this month the State Fish and Game Council unanimously approved a compromise proposal returning authority over its coastal patrol to Chief Game Warden Fred C. Craig.

The proposal, originally recommended by Frank J. Valgenti and later offered as a motion by Hiram Blauvelt, also provided that the Council's boat committee be given general supervision over the patrol activities. Under the plan, Mr. Craig is to make his reports to the committee.

Mr. Craig's reinstatement as chief law enforcement officer for salt water regulations followed a long period of discussion over Chairman Arthur F. Foran's action in transferring all authority from the warden to the boat committee. Mr. Foran reported that he had made the change in supervision to improve enforcement of the two-mile off-shore limit on beam trawling.

Mixner Heads Shell Fisheries Council

E. Finley Mixner of Goshen was elected chairman of the Council of Shell Fisheries, Department of Conservation, at its annual reorganization meeting held in Atlantic City July 17. This position is equivalent to president of the old Board of Shell Fisheries.

Rhode Island Fish Dept. Moves

Shortage of office space at the State House compelled the State Division of Fish and Game to shift its operating base to a building at the State Lobster Hatchery in Wickford in late July.

In moving into a modern 4-room building set on piles 200' out in the Wickford Harbor, connected by a long wharf with other shore buildings, Dr. Raymond G. Bressler, State Director of Agriculture and Conservation, commented that the Division will be closer to the center of fishing activities.

He pointed out that the State's patrol boats would be able to pull up beside the building, and fishermen would be able to bring their boats within 10 feet of division headquarters.



New one-pound, aluminum-foil wrapped package of moulded frozen fish fillet developed by Atlantic Coast Fisheries Co. Through a special process, fillets are moulded into a single piece of uniform size, which can be sliced in the package.

CATERPILLAR



**THAT
RELIABLE DIESEL**

POWERS THE

60' New Bedford Party Fishing Boat

VICTOR JOHNSON

Owned by

Capt. John Salvatore

Equipped with Model D13000,
115 hp.

Drives 42 x 33 Propeller

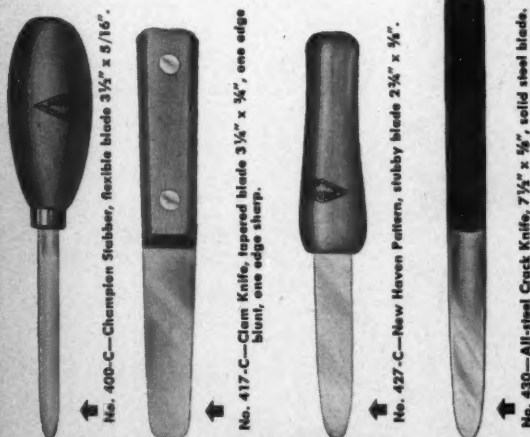
Speed, 9 Knots

PERKINS-EATON MACHINERY CO.

376 Dorchester Ave., Boston 27, Mass. Telephone SOUTH Boston 4660
Caterpillar Diesel Distributors for Massachusetts and Rhode Island

More Briddells in use than any other make

For more than 50 years, seafood folks have put a big O.K. on our knives, tongs and rakes. Our men live and work in a fishing town themselves, know what the industry needs. No matter what area you live in, we have *your* style of oyster or clam knife—oil-tempered blade of high carbon steel gripped by a sturdy hardwood handle (except No. 430). Order from your equipment dealer.



Chas. D. Briddell, Inc., Crisfield, Maryland

FINE QUALITY CUTLERY

CLEAVERS • ICE PICKS • FISH SPLITTERS • CLAM RAKES
OYSTER AND CLAM KNIVES AND TONGS

TOP-ICING with SNOW-ICE

saves time and money . . . reduces spoilage

Atlantic seaboard operator reports icing time cut 50%, labor costs reduced, less spoilage, and 15% shipping space saved since installing Link-Belt Ice Crusher-Slinger. "Once we ship a car," he says, "iced by our Crusher-Slinger, customer insists all shipments be iced this way." Available in several sizes;

electric or gasoline powered; stationary, truck or portable mounting. Ask for Book 1761-A.

LINK-BELT COMPANY
2410 W. 18th St., Chicago 8, Ill.



LINK-BELT ICE CRUSHER-SLINGER

Meet a New Comer!!

**The Completely New -
Much Improved -**

GRAY MARINE DIESEL



Model D-260 55 HP @
1800 RPM.

Available with Front Power

MARINE MOTORS
DIESEL ENGINES
HYDRAULIC CONTROLS
PROPELLORS
CONTINENTAL "RED SEAL" MOTORS

Write for Bulletins

Nine years ago we installed the first Gray Marine Diesel in a North Atlantic Fishing Boat.

In these nine years Gray Marine has built 12,000,000 horsepower of that engine model, has gained incalculable experience and knowledge, has catalogued pros and cons and has come full circle by developing a NEW Gray Marine Diesel.

New design, New principle, New simplicity, New quietness, New moderate operating temperatures, little of complication, much of dependability, are all in the New Graymarine Diesel.

You will be as proud to own it as we are proud to present it.



J.H. WESTERBEKE CORP.

DISTRIBUTORS OF HIGH GRADE INTERNAL COMBUSTION ENGINES

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Dependable Service *with* **PFLUEGER SHARK HOOKS**

Sharp points and barbs; especially hardened steel, long-lasting finish. Ask your supplier.

THE ENTERPRISE MFG. CO., AKRON 9, OHIO
Life-Time Experience Making Fishing Tackle



PFLUEGER TACKLE

(PRONOUNCED 'FLEW-GER)

A GREAT NAME IN TACKLE



SAWYER

**Always makes a
GREAT SUIT...**

Each time you fishermen wear your suit, you give it the hardest testing possible... you determine the qualities of each individual brand. Now most fishermen know that the time-tested qualities found in Sawyer's FROG Brand (oiled) and LIGHTHOUSE Brand (rubberized) fishermen's suits, make these suits the finest on the market.



APRONS TOO!!!

Wear Sawyer's
full-cut aprons
on sale at all
waterfront stores.

THE H. M. SAWYER & SON CO.
20 Thorndike St., Cambridge 41, Mass.

Fish Landings for Month of July

(Hailing fares. Figure after name indicates number of trips.)

Gloucester

Alden (1)	35,000	Josephine & Margaret (2)	48,000
Aliburton (2)	7,000	Joseph S. Mattos (2)	128,500
America (2)	37,000	Josie II (3)	38,000
American Eagle (2)	18,000	Julie Ann (1)	150,000
Angie & Florence (3)	53,000	Killarney (1)	137,000
Anna Guarino (3)	40,000	Leonard & Nancy (1)	88,000
Annie (4)	50,000	Leretha (2)	165,000
Annie II (3)	39,000	Linta (5)	182,000
Anthony & Josephine (5)	75,000	Lucretia (5)	68,000
Ariel (4)	62,000	Madame X (4)	53,000
Atlantic (2)	123,000	Madonna (2)	40,000
Austin W. (2)	93,500	Malolo (2)	183,000
Ave Maria (Small) (5)	70,000	Manuel F. Roderick (1)	57,000
Ave Maria (Large) (2)	200,000	Margie & Roy (3)	15,500
Babe Sears (1)	70,000	Maria Immaculata (3)	45,000
Baby Doll (7)	72,000	Marietta & Mary (1)	50,000
Baby Rose (1)	105,000	Marjorie (2)	56,000
Barbara C. (5)	74,000	Mary (4)	60,000
Barbara C. Angell (1)	140,000	Mary F. Curtis (1)	125,000
Beatrice & Rose (2)	45,000	Mary & Joseph (4)	218,000
Benjamin C. (1)	153,000	Mary Rose (2)	55,000
Bethulia (4)	153,000	Mary W. (2)	97,000
Bob & Jack (2)	154,000	Meta & Margaret (2)	132,000
Bonaventure (1)	150,000	Mocking Bird (1)	38,500
California (1)	8,000	Nancy B. (1)	89,500
Capt. Drum (2)	105,000	Nancy F. (2)	8,500
Carlansul (2)	44,500	Nancy H. (2)	64,000
Carlo & Vince (5)	199,000	Naomi Bruce III (3)	12,000
Caroline & Mary (1)	105,000	Natalie III (1)	60,000
Casco (3)	44,000	No More (4)	60,000
Catherine Amirault (2)	247,000	North Sea (1)	86,000
Cecil W. (2)	80,000	North Star (3)	159,000
Chanco (2)	193,000	Nyoda (5)	60,000
Chebeague (3)	90,000	Ocean Breeze (1)	72,500
Cigar Joe (2)	55,500	Ocean Wave (1)	109,500
Clara Hudgins (2)	108,000	Olga C. (2)	128,000
Columbia (2)	125,000	Pauline M. Boland (2)	260,000
Conquest (1)	75,000	Philip & Grace (2)	81,500
Corinthian (1)	152,000	Phyllis & Mary (2)	130,000
Curlew (2)	149,000	Pilgrim (1)	355,000
Dartmouth (2)	181,000	P. K. Hunt (2)	140,000
Dolphin (1)	75,000	Prosperity (3)	149,000
Dorothy & Ethel III (1)	14,000	Puritan (2)	45,000
Edith & Lillian (1)	136,000	Redskin (2)	156,000
Eleanor (4)	76,000	R. Eugene Ashley (2)	128,000
Eliza C. Riggs (4)	98,000	Rita B. (1)	200,000
Ellen & Jean (2)	20,000	Rose and Lucy (6)	128,000
Ellen G. (1)	15,000	Rosemarie (4)	200,000
Emily Brown (2)	285,000	Rosie and Gracie (6)	29,000
Enterprise (2)	25,000	Rosie C. (3)	15,000
Ethel V. Stowman (2)	120,000	Rosie II (1)	50,000
Eva G. Clark (1)	1,000	St. Anthony (1)	81,000
Evelyn A. (2)	18,000	St. Joseph (2)	150,000
Falcon (5)	71,000	St. Nicholas (1)	111,000
Florence & Lee (2)	303,000	St. Peter (2)	150,000
Frances R. (2)	124,000	St. Peter II (1)	75,000
Frank F. Grinnell (2)	12,000	St. Providenza (5)	107,000
Fred Henry (1)	15,000	St. Victoria (1)	176,000
Gaetano S. (1)	138,000	Salvatore (2)	268,000
Gerrude E. (4)	49,000	Santa Maria (6)	86,000
Gloucester (4)	102,500	Santo Antonino (4)	127,000
G. N. Soffron (3)	180,000	Sarah J. (2)	75,000
Golden Eagle (1)	83,000	Sea Hawk (1)	94,000
Helen M. (2)	26,000	Sea Queen (2)	48,000
Hilda Garston (2)	305,000	Sebastiana C. (1)	114,000
Hustler (2)	104,000	Seraphina N. (3)	82,000
Ida & Joseph (1)	8,000	Seraphina II (4)	115,500
Immaculate Conception (2)	30,000	Skillogee (2)	153,500
Irma Pauline (2)	95,000	South Sea (2)	95,000
Irma Virginia (3)	44,000	Superior (1)	146,000
Jackie B. (3)	60,000	Theresa M. Boudreau (1)	126,000
Jackson & Arthur (4)	57,000	Three Sisters (4)	41,000
Jane Carolyn (2)	85,000	Trimembral (3)	121,000
J. B. Junior (3)	45,000	Uncle Guy (2)	45,000
Jean & Patricia (4)	125,000	Uncle John (2)	42,000
Jennie & Julia (1)	1,500	Vincie (4)	49,000
Jennie & Lucia (1)	44,000	Voyager (1)	74,000
Joffre (1)	90,000	We Three (4)	142,000
Johnny Baby (2)	22,000	Whitstone (2)	111,500
Johnny Bailey (1)	15,000	Wind (1)	25,000
Joseph & Lucia (1)	151,000	Yankee (2)	

Swordfish Landings (Landings in Number of Fish)

Columbia (1)	14	Lady of Good Voyage (1)	7
Golden Eagle (1)	17	Poseidon (1)	3
Gov. Al Smith (1)	60	Puritan (1)	1
Joffre (1)	6	St. Teresa (2)	42
Jorgina Silveira (1)	54		

New York

Amelia (1)	42,000	John G. Murley (2)	84,700
Black Hawk (1)	20,000	Katie D. (1)	32,000
Charlotte (3)	28,400	Lillian (1)	1,300
Emilia (1)	24,000	Mary Anne (2)	116,500
Felicia (2)	87,500	Theresa & Jean (1)	60,000
Swordfish Landings (Landings in Number of Fish)			
Buzz & Billy (1)	1,000	Norland (3)	1,750
Doris Gertrude (2)	1,583	North Star (2)	1,900
Florence B. (2)	2,000	Peerless (2)	1,000
Friendship (1)	1,000	Rainbow (9)	96
Gud Kay (1)	600	Venture (2)	1,350
Julia K. (1)	600	Whaling City (1)	1,000
Mary (1)	1,000	Winor (2)	400

Scallop Dragger (Landings in Gallons)

Buzz & Billy (1)	1,000	Norland (3)	1,750
Doris Gertrude (2)	1,583	North Star (2)	1,900
Florence B. (2)	2,000	Peerless (2)	1,000
Friendship (1)	1,000	Rainbow (9)	96
Gud Kay (1)	600	Venture (2)	1,350
Julia K. (1)	600	Whaling City (1)	1,000
Mary (1)	1,000	Winor (2)	400

Boston

Acme (7)	92,400	Madonna (1)	42,000
Addie Mae (6)	82,700	Maine (3)	240,100
Adventure (4)	380,200	Margaret & Marie (9)	110,700
Albatross (2)	80,200	Margee & Pat II (1)	90,500
Alden (4)	212,000	Maria del Soccorso (7)	76,900
Alphonso (6)	76,600	Maria Giuseppe (4)	14,500
America (1)	45,000	Maristella (2)	96,300
Angie & Florence (3)	116,000	Marjorie (4)	175,000
Annie & Josie (9)	115,400	Marsala (2)	65,500
Annie II (1)	10,000	Mary & Jennie (6)	74,600
Arlington (1)	90,500	Mary & Joan (2)	113,100
Atlantic (3)	182,200	Mary & Joseph (1)	60,000
Ave Maria (7)	90,700	Mary J. Hayes (3)	149,700
Barbara C. Angell (1)	36,000	Mary W. (3)	181,000
Bay (2)	51,000	M. C. Ballard (3)	207,000
Beatrice & Rose (2)	62,000	Michael G. (7)	93,300
Bethulia (2)	65,000	Nancy B. (5)	110,600
Bethina (1)	44,500	Naomi Bruce III (4)	83,000
Billow (1)	75,700	Natalie III (4)	204,600
Bonnie (3)	324,700	Neptune (3)	93,000
Breaker (3)	253,700	Newton (2)	204,200
Breeze (2)	145,000	Nina B. (3)	36,000
Brookline (1)	56,400	Njorth (2)	147,500
California (5)	197,000	Noreen (3)	91,000
Calm (2)	226,700	North Star (2)	202,700
Cambridge (3)	285,600	Ocean (2)	55,100
Cape Cod (3)	34,800	Ohio (1)	277,000
Capt. Drum (4)	164,000	Olympia (6)	155,200
Carmela Maria (Dragger) (4)	77,100	Olympia La Rosa (5)	70,300
Carmela Maria (L. Trawler)	28,600	Pan. Trades Andros (1)	9,300
Carole June (3)	138,700	Paolina (2)	56,400
Catherine B. (Dragger) (4)	159,800	Pauline H. (1)	93,700
Catherine B. (L. Trawler) (2)	9,600	Pioneer (7)	220,900
Challenge (3)	285,600	Plymouth (3)	85,300
Chas. M. Fauci, Jr. (2)	104,200	Princess (7)	196,800
Charlotte M. (3)	134,300	Quincy (3)	61,900
Cormorant (1)	101,100	Red Jacket (2)	37,800
Crest (3)	343,200	Reneva (3)	83,800
Delaware (3)	198,700	Robert & Edwin (7)	109,400
Diana C. (7)	126,600	Roma (8)	60,300
Dolphin (3)	140,200	Ronald & Mary Jane (1)	96,600
Dorchester (4)	269,700	Rosalie D. Morse (2)	112,000
Dorothy (6)	57,400	Rosemarie M. (2)	85,100
Drift (2)	209,200	Rose Mary (7)	87,800
Eddie & Lulu M. (7)	77,400	Rosie (8)	124,300
Elizabeth B. (3)	237,600	Rosie & Gracie (1)	60,000
Esther M. (3)	230,700	Rush (2)	86,400
Estrela (2)	148,500	St. Anna (4)	22,600
Ethel (8)	98,300	St. George (3)	236,700
Eva M. Martin (7)	79,500	St. Joseph (Dragger) (1)	35,000
Eva II (8)	94,100	St. Joseph (L. Trawler) (4)	26,900
Fabia (2)	157,500	St. Michael Angelo (3)	16,200
Fannie F. Hickey (2)	13,600	St. Peter II (1)	39,500
Fearless (2)	132,300	St. Rita (1)	2,700
Flow (1)	70,000	St. Theresa (5)	20,300
Flying Cloud (3)	272,100	Salvator (3)	54,000
4-C-887 (2)	9,500	San Calogero (8)	126,500
4-E-885 (1)	1,000	Santa Anna (1)	8,300
4-G-370 (3)	21,800	Santa Lucia (9)	115,400
4-G-673 (5)	15,100	Santa Maria (1)	24,000
4-N-726 (1)	400	Santina D. (1)	18,000
Francesca (7)	52,700	Santo Antonino (2)	105,000
Frank F. Grinnell (2)	120,000	Sarah M. (1)	8,000
Gannet (2)	91,500	Savoia (6)	44,600
Geraldine & Phyllis (1)	15,000	Sea Fox (1)	10,800
Gudrun (3)	210,700	Sebastiana & Figli (6)	74,600
Hazel B. (2)	69,400	Seraphina II (2)	86,000
Helen M. (1)	42,000	Six Brothers (4)	17,700
Ida & Joseph (4)	209,000	Skillogee (1)	24,000
Jackie B. (5)	152,000	Squall (3)	308,300
J. B. Junior (3)	178,000	Storm (2)	210,500
J. B. Junior II (6)	63,800	Surf (2)	233,100
Jean & Patricia (1)	32,000	Surge (2)	204,000
Joe D'Ambrosio (9)	108,200	Texas (1)	14,700
Josephine (4)	25,900	Theresa R. (3)	166,200
Josephine & Margaret (1)	25,000	Thomas J. Carroll (2)	55,800
Josephine Ess (2)	6,000	Thomas Whalen (3)	167,300
Josephine F. (5)	38,000	Three Sisters (3)	126,000
Josephine P. II (4)	100,000	Tide (2)	157,800
Josie M. (7)	96,500	Triton (3)	245,800
Lark (1)	127,000	Two Pals (8)	93,800
Leonarda (6)	73,900	Uncle John (3)	52,400
Leonard & Nancy (3)	60,200	Venture II (3)	110,000
Liberty Belle (1)	18,600	Virginia (1)	53,000
Liberty II (2)	29,200	Wamsutta (1)	61,000
Little Nancy (4)	141,000	Wave (3)	356,600
Lorine III (3)	72,300	Weymouth (2)	127,000
Lucky Star (2)	49,000	Wm. J. O'Brien (3)	236,500
Lynn (3)	199,400	Winthrop (2)	86,500
Mabel Mac (3)	147,400	Yankee (4)	98,000

Boston Scallops (Landings in Gallons)

Antonina (2)	1,900	Margee & Pat (1)	75
Antonio (2)	1,800		

Boston Swordfish (Landings in Number of Fish)

Alvan T. Fuller (1)	61	Lady of Good Voyage (1)	57
B. Estelle Burke (1)	51	Lera G. (1)	33
Doris F. Amero (2)	83	Magellan (1)	31
Edith L. Boudreau (1)	55	Manuel P. Domingos (1)	89
Emma Marie (1)	74	Marie & Winifred (1)	49
Evelina M. Goulart (1)	62	Mary M. (1)	67
Evelyn G. Sears (1)	50	Paolina (1)	29
Gertrude DeCosta (1)	6	Pollyanna (1)	55
Jorgina Silveira (1)	57	Raymonde (1)	68

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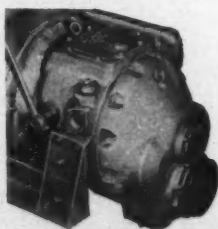
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Portland

Alice M. Doughty (2)	66,000	Imp (4)	13,000
Andarte (2)	91,000	Mashnock (2)	112,000
Annie Louise (12)	324,000	Madeline (2)	14,000
Arthur (2)	51,000	Marion T. (2)	5,000
Arthur D. (19)	398,000	Mary & Helen (11)	214,000
Carlansul (2)	17,000	Meta & Margaret (1)	48,000
Carolyn & Priscilla (2)	118,000	Monnooth (1)	84,000
Cherokee (4)	257,000	Namnock (1)	28,000
Clara Hudgins (2)	92,000	Natalie B. (1)	2,000
Dorothy (1)	70,000	Nora D. Sawyer (3)	69,000
Dorothy & Ethel II (12)	451,000	Onward (1)	28,000
Dorothy & Ethel III (1)	61,000	Richard J. Nunan (3)	300,000
Elinor & Jean (4)	258,000	St. Christopher (1)	150,000
Ethelina (3)	285,000	St. Michale (1)	22,000
Evzone (3)	239,000	Silver Bay (3)	503,000
Fannie Belle (1)	36,000	Willard Daggett (3)	100,000
Grace E. (1)	7,000		

New Bedford

Adventurer (4)	102,100	Linnea (4)	34,900
Aerolite (6)	52,800	Linta (1)	65,000
Alert (4)	28,100	Lisboa (5)	53,200
Alva (3)	13,100	Little Lady (3)	8,000
Alvin H. (2)	2,100	Lucky (3)	35,900
America (3)	48,900	Lucy M. (4)	40,000
America (Seiner) (1)	55,000	Madeline (4)	27,800
Angelina (2)	4,200	Madonna (2)	102,000
Anna C. Perry (3)	37,200	Mandalay (2)	28,200
Ann & Marie (4)	32,300	Marg-E (4)	28,800
Anne Silvia (2)	16,600	Maria Julia (5)	71,500
Annie Louise (3)	41,300	Marion M. (3)	30,400
Automatic (1)	5,500	Mary M. (2)	16,400
Baby II (3)	36,600	Mildred & Myra (5)	63,700
Bernice (3)	25,700	Minnie V. (4)	58,100
Bonnie (3)	27,300	Misham (5)	37,200
Cape Cod (3)	46,500	Molly & Jane (1)	18,700
Carlene (1)	8,500	Nancy S. (4)	30,000
Carl Henry (2)	75,000	Nashawena (3)	31,300
Carl J. (3)	26,300	Nellie (4)	45,800
Carol & Dennis (5)	66,400	New England (5)	59,000
Caroline & Gary (4)	52,600	Our Gang (2)	38,100
Catherine T. (2)	86,200	Palmer Island (3)	22,500
Charles E. Beckman (3)	33,500	Papoose (3)	33,300
Chickasaw (3)	49,800	Pauline H. (1)	45,500
Clinton (3)	14,600	Penguin (2)	48,500
Clipper (1)	20,800	Phoebe-T (3)	26,800
Conquest (5)	63,200	Phyllis J. (1)	3,600
Dauntless (2)	32,000	Pilhasca (5)	46,800
Diana A. (2)	63,600	Portugal (5)	55,700
Doris (4)	27,900	Princess (3)	42,300
Dorothy (1)	1,000	Priscilla (4)	41,800
Dorothy & Betty (4)	41,300	Pvt. Frank Kessler (5)	51,500
Ebenezer (3)	18,200	Ranger (2)	20,900
Edith (4)	44,900	Rita (4)	53,100
Eleanor (2)	123,000	Roberta Dee (5)	58,300
Elrena (1)	6,700	Ronald & Mary Jane (1)	42,500
Elva (7)	44,500	Rose Marie (1)	13,200
Elva & Estelle (4)	91,500	Rosie II (3)	25,200
Etta K. (4)	88,600	Russell S. (2)	15,500
Eugene & Rose (2)	26,000	Ruth M. (2)	14,900
Fairweather (3)	58,800	Sandra & Jean (3)	41,000
Five Sisters (3)	25,400	Sea Fox (4)	51,100
Frank F. Grinnell (2)	110,000	Sea Prince (3)	4,900
Fred Henry (3)	30,000	Serafina N. (1)	65,000
Gladys & Mary (2)	67,800	Serina II (5)	85,400
Gloucester (1)	55,000	Shirley & Roland (7)	146,300
Gull (1)	11,900	Silver King (1)	3,400
Harold (5)	40,200	S. M. Murtosa (6)	69,600
Harold Bruce (2)	30,000	Solveig J. (2)	90,500
Hazel S. (3)	38,000	Stanley B. Butler (2)	72,400
Helen Mae (3)	15,300	Susie O. Carver (5)	40,100
Hope (2)	27,200	Theresa & Jean (1)	30,600
Hope II (2)	20,900	Three of Us (3)	70,800
Ida & Joseph (1)	60,000	Three Pals (6)	80,500
Invader (2)	44,100	Tip Top (7)	7,500
Irene (1)	11,900	Trio (1)	28,800
Irene & Walter (6)	69,300	Two Brothers (3)	22,100
Ivanhoe (3)	87,200	Two Brothers (Conn.) (2)	60,000
Jacintha (2)	76,300	Uncle John (1)	5,700
Jackie B. (1)	60,000	Verioy (3)	6,600
Jane Lorraine (1)	14,800	Victory II (1)	60,300
Janet Elise (3)	29,500	Viking (3)	13,400
J. Henry Smith (1)	5,200	Viking (Chilmark) (2)	44,500
Joan & Ursula (1)	39,000	Wamsutta (2)	70,400
Johnnie Ryan (3)	29,100	Whaler (2)	188,500
Johnny Boy (4)	50,200	Wild Duck (3)	23,100
Josephine & Mary (3)	100,200	William B. (2)	37,900
Junojaes (2)	104,400	William Chesebrough (3)	26,800
Lt. Thomas Minor (3)	36,700	Yankee II (2)	

Scallop Draggers (Landings in Gallons)

Abram H. (3)	3,000	Fairhaven (3)	3,000
Agda (3)	3,000	Flamingo (3)	2,000
Alpar (2)	2,000	Four Sisters (3)	3,000
Antonina (1)	1,000	Francis J. Manta (3)	3,000
Arnold (1)	550	Freddie & Matthew (1)	175
Arthur S. (2)	2,000	Friendship (4)	3,600
Barbara (1)	1,000	Friendship (N. Y.) (1)	1,000
Beatrice & Ida (1)	1,000	Gay Head (1)	100
Bobby & Harvey (2)	2,000	Gloria F. (3)	2,750
Camden (3)	2,850	Growler (2)	2,000
Cape Ann (2)	2,000	Irene & Mabel (1)	900
Captain Ist (2)	2,000	Janet & Jean (2)	2,000
Carol & Estelle (3)	3,000	Jerry & Jimmy (1)	1,000
Catherine & Mary (3)	3,000	Joan & Ursula (1)	1,000
Catherine C. (3)	3,000	Kelbarsam (1)	575
Christina J. (2)	2,000	Kingfisher (3)	3,000
Connecticut (1)	325	Liboria C. (3)	3,000
Daggy (2)	1,450	Linus S. Eldridge (3)	3,000
Elaine W. (1)	550	Louis A. Thebaud (2)	1,750
Endeavor (1)	175	Lubenray (2)	2,000
Eunice-Lilian (2)	2,000	Malvina B. (1)	1,000

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Mary Canas (3)	3,000	St. Ann (3)	3,000
Mary D'Eon (1)	900	St. Anthony (3)	2,500
Mary J. Landry (1)	1,000	Sankaty Head (1)	500
Mary R. Mullins (2)	2,000	Sea Hawk (3)	3,000
Mary Tapper (3)	3,000	Sea Ranger (3)	3,000
Muriel & Russell (3)	2,850	Shannon (1)	550
New Bedford (3)	2,800	Sister Alice (2)	2,000
New Dawn (2)	2,000	S #31 (2)	2,000
Newfoundland (3)	2,600	Sunapee (3)	2,900
Norseman (1)	1,000	The Friars (3)	3,000
Olive M. Williams (3)	2,550	Ursula M. Norton (3)	3,000
Palestine (3)	3,000	Venture I (3)	2,550
Pearl Harbor (1)	1,000	Viking (2)	1,800
Pelican (2)	2,000	Whaling City (1)	850
Porpoise (2)	2,000	Wm. D. Eldridge (2)	2,000
Rainbow (1)	1,000	Wm. J. Landry (1)	1,000

Swordfish Landings (Landings in Number of Fish)

Alice Mae (3)	25	Mandalay (1)	1
B & E (1)	61	Matador (1)	9
Clara T. (2)	9	Mermaid (2)	6
Clifton (4)	20	Natator (1)	5
Fannie Farnell (1)	18	Princess (1)	1
Grayline (2)	9	Rose Jarvis (4)	25
Heedja (2)	11	Santina (4)	39
Hope II (1)	1	Serafina (2)	12
Idlewild II (2)	15	Sonnie & Joyce (2)	23
Janet & Jean (1)	1	Three Pals (1)	1
J. Henry Smith (3)	21	Turtle (4)	34
Josephine II (1)	1	Viking (1)	2
Liberty (1)	13	Winifred M. (2)	76

Canadian Catch Declines

Canadian landings of cod, the principal Atlantic Coast species, amounted to 74,178,000 lbs. in the first six months of this year, as compared with 121,758,000 lbs. in the same period of 1946. Landings of all species on both coasts amounted to 409 million pounds with a landed value of \$17.7 million compared with 434 million pounds valued at \$22.6 million.

Markets for Canadian frozen fish products have weakened, as the result of reduced overseas demand and competition from Newfoundland and Iceland in the United States market. Since the demand for canned and salted forms of fish remain relatively strong both in normal export markets and for relief purposes, a considerable diversion of production from frozen into cans and salt has taken place.

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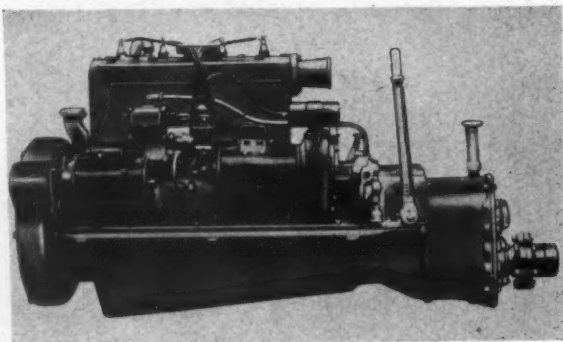
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Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Columbian Agent Reveals Hemp Status

In an address recently given before foreign trade bankers and editors at India House, New York, Merle Robie, Philippine resident representative of Columbian Rope Co., Auburn, N. Y., discussed the Manila hemp situation. He said that production of hemp has been restored to two-thirds of the prewar level in the Philippines, but, in view of the world supply of Manila and sisal fibers, total output is still far below normal.

Despite high prices, Robie noted, the Philippine manila hemp producer is not reaping large profits because of high prices of commodities which the Filipino must obtain from the rest of the world. A stabilization of our economy, Mr. Robie believes, will go far toward stabilizing theirs. "Until the export price level in the United States is reduced," he said, "it is obvious that the price of raw hemp is not going to come down, nor will production increase."

Mikkelsen Issues Marine Catalog

A 64-page marine equipment catalog "One Port Of Call" has just been issued by Oluf Mikkelsen Company, 393 Fourth Ave., New York 16, N. Y. The booklet represents an easy-reference guide to Mikkelsen's large stock of boating equipment and accessories, including Danforth anchors, Michigan propellers, Goodrich Cutless bearings, Pettit paints, Kelvin-White compasses, Evinrude outboard motors and Chrysler marine engines. Pertinent information regarding specifications and prices is given for the various items listed.

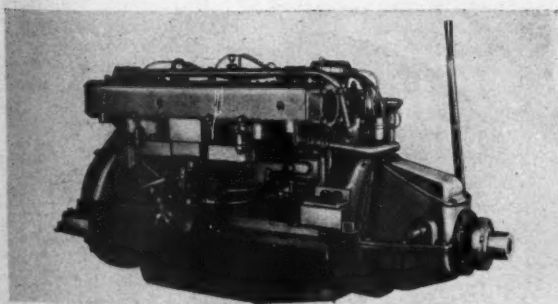
Mention is made of the Company's 4-point service which includes technical advice on boating problems, cooperation with local marine dealers and boatyards, modern shops for repairing marine engines and propellers, and large stock of marine engine spare parts.

Twin Disc Clutch Co. Appointments

N. F. Adamson, vice-president in charge of sales and engineering for Twin Disc Clutch Co., Racine, Wisc., has announced the appointment of C. F. Mohrbacher as assistant sales manager of the Racine Division.

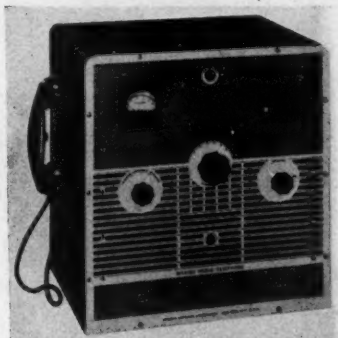
Also named to a new position was E. H. Bennett as district manager of the Eastern territory. Formerly assistant district manager in charge of the territory served by the Company's Dallas factory branch, his headquarters now will be in the Company's Newark office. W. L. Dixon will continue his association with the Newark office in the capacity of consulting sales engineer.

Another appointment is that of J. B. Jenkins as district manager of the Michigan territory, with headquarters in the Company's new sales office which recently opened in Detroit.



The Gray Model Six-427 gasoline engine rated in the Luger series at 115 hp. at 2400 rpm. and in the Express series at 150 hp. at 3200 rpm. This engine is available with either direct sea water or closed system cooling and with reduction gear ratios of 1.5:1, 2:1, 2.5:1, 3:1, 3.5:1, and 5:1.

Hudson-American 80-watt Master Mariner radiotelephone. • Six channels are available, and the channel indicator annunciator panel shows which of the six is in use by means of different colored lights. Completely self-contained, it can be supplied for 32 and 110 volts, and for continuous duty a rotary converter is used.



Enterprise Acquires Hendy Diesels

C. S. Herbert, executive vice president of Enterprise Engine & Foundry Company, of San Francisco, Calif., has announced that the Company has acquired the complete line of Hendy marine and stationary Diesel engines formerly manufactured by the Joshua Hendy Iron Works of Sunnyvale, Calif.

Supplementing the extensive line of Enterprise Diesels, the Hendy line of engines will enable Enterprise to expand its manufacturing and sales activities into broader fields.

There will be no interruption in the continuity of sales, manufacturing and servicing of the Hendy engines. The present owners of Hendy Diesels are given every assurance of continued availability of parts and service for all Hendy models.

Hendy Line to Retain Identity

In commenting on the recent acquisition of the Hendy Diesel engine by the Enterprise Engine & Foundry Co., J. H. Westerbeke of J. H. Westerbeke Corp., Boston, states that the Hendy Diesel engine identity will be maintained and that Hendy engines manufactured by Enterprise will be of the same design and quality as Hendy engines manufactured by Joshua Hendy Iron Works. Therefore, parts for those engines already in service and those to be manufactured will be interchangeable and no service difficulties will be encountered. The J. H. Westerbeke Corp. will continue to distribute Hendy engines and parts and the usual service will be maintained without interruption.

Penn Engine Sales Staff Increased

H. O. Penn Machinery Co., 140th St. and East River, New York 54, N. Y., has announced through H. C. Ruggles, secretary of the Company and manager of the Engine Division, the addition of new personnel to the various branches of the organization.

M. J. Vanden Bosch has joined the sales staff to serve in the New York City coastal area. The Long Island territory is being covered by Bill Morrison, who joined the Penn organization in 1945. He will serve the marine field with a background of an engineering training at Syracuse University, plus the special Caterpillar factory course in engine applications.

Phil Pierce will concentrate on the New England Coast with headquarters at Newington, Conn.

New General Motors Distributor

The appointment of Industrial and Marine Equipment Corp., 1001 Sibley Tower Bldg., Rochester, N. Y., as distributor of General Motors Series 71 Marine Diesel engines with a sales franchise covering Western New York, has been announced by V. C. Genn, general sales manager of Detroit Diesel Engine Division, General Motors Corp.

This new distributor with service facilities at 130 W. Main St., Ontario, N. Y. is headed by Alvin E. Alvey who was until



You're
SURE . . . when you use
MONEL* fastenings



SURE . . . because Monel doesn't rust



You get full original strength from a Monel fastening at all times. And, you can be sure that Monel fastenings will never stain topsides or brightwork with rust streaks.

SURE . . . because Monel resists corrosion



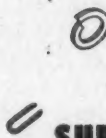
Did you ever see a corroded Monel fastening? Of course not! Monel withstands the attack of both salt air and salt water. You can always undo Monel screws and bolts easily . . . they never "freeze" in position. And, they never suffer galvanic corrosion when coupled with brass or bronze.

SURE . . . because Monel doesn't dezincify



Monel contains no element which will be dissolved by salt water and leave a crumbly low-strength metal.

SURE . . . because
Monel doesn't rot your wood



When ordinary fastenings rust or corrode, what happens? Water seeps in, corrodes the fastening and rots the surrounding wood. You'll never find rotted wood around a Monel nail or screw.

SURE . . . because
Monel is strong, tough and hard



Monel is even stronger and tougher than structural steel. Monel fastenings can take plenty of extra stress. And, hard Monel nuts keep their sharp corners under a tight wrench; slotted screw heads keep their slots under the screwdriver.

CALL OR WRITE THESE INCO DISTRIBUTORS
If your regular dealer cannot supply you with the Monel fastenings you want

WHITFIELD METAL PRODUCTS
COMPANY, Baltimore, Boston,
Buffalo, Newark, New Haven,
New York, Philadelphia, Syracuse

WILLIAMS AND COMPANY, INC.,
Cincinnati, Cleveland, Columbus,
Pittsburgh, Toledo

STEEL SALES CORP., Chicago,
Detroit, Indianapolis, Milwaukee,
Minneapolis, St. Louis

PACIFIC METALS COMPANY,
LTD., Los Angeles, San Francisco

J. M. TULL METAL & SUPPLY
CO., Atlanta
EAGLE METALS CO., Portland,
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Tulsa
HEWLETT & HOLTROP M. & S.
CO., Denver

Whatever you need in fastenings, you can get in Monel. All types of nails, screws, bolts, rivets, cotter pins, tacks, washers, escutcheon pins, etc., are available in longer-lasting Monel. If you want fastenings that last, think of Monel fastenings first!

*Reg. U. S. Pat. Off.



THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street, New York 5, N. Y.

recently a zone sales manager for Detroit Diesel in New York and other Eastern States.

Besides the General Motors Diesel engine, Industrial and Marine Equipment Corp. will sell and service Flagship gasoline marine engines and Murray and Tregurtha outboard marine engines. Service manager for the concern will be Thomas A. Guihan and Arthur W. Alvey will be one of the sales representatives.

Cummins Announces Promotions

Four new personnel assignments within the Distribution Division of the Cummins Engine Company, Inc., Columbus, Ind., have been announced by L. W. Beck, general sales manager.

S. J. Coffey, former manager of Cummins Diesel Sales Corp. of Illinois, has been appointed manager of regions and will work directly under the general sales manager. Byron A. Duling has been appointed manager of engine distribution with headquarters at Columbus and will have charge of all engine distribution to Cummins dealers. Mr. Duling previously served as manager of the Cleveland regional office.

Raymond Boll has been appointed assistant manager of the Cleveland region, with headquarters at 805 Fidelity Building, Cleveland. W. C. Phillips has been made assistant manager of the Southeastern Region, and will work under regional manager C. A. Buxton, with headquarters at Columbus.

Smith Heads Enterprise Office

Enterprise Engine Co., Inc., San Francisco, announces the appointment of C. G. Smith as manager of its New York office at 44 Wall St., New York City.

Mr. Smith, a graduate of the Webb School of Naval Architecture and Marine Engineering was for several years sales manager for Simplex Oil Heating Corp. and prior to that was sales manager with Davis Engineering Corp. For the last six years, he has been Chief Marine Engineer for Consolidated Steel Corp. plants at Los Angeles, Wilmington and Long Beach, in complete charge of the engineering design and production of several hundred ships.

Herbert Anderson, who has been with the Enterprise organization for a number of years, will continue in his position as assistant district manager of the New York office.

Willard Battery Personnel Changes

J. C. Van Allen, formerly district sales manager for Willard Storage Battery Co. at New York City, recently was made manager of manufacturer's sales at the Company's main office in Cleveland, Ohio.

F. F. Keefe, previously New England district sales manager, has succeeded Mr. Van Allen in New York. G. A. Bradford, of the Willard sales organization in New England, has been made manager of the Company's district office in Boston.

Superior Issues Diesel Bulletin

Superior Engine Division of The National Supply Co., Springfield, Ohio, has issued, through its General Sales Office, a new 28-page bulletin, No. 4704. This booklet describes and illustrates how all models of Superior marine Diesels are designed and built, both main propulsion engines and engines for auxiliary power in all types of ships. Eight performance charts, five blueprints and 48 photographs are included in the bulletin as well as horsepower ratings and specifications for all engines, both supercharged and non-supercharged. Superior marine Diesels are of the four cycle, cold starting, mechanical injection type, designed and built exclusively for heavy marine duty.

Ellinwood Air-Cooled Auxiliary

Model 44, first of the Plus line of engines manufactured by Ellinwood Industries, 150 West Slauson Avenue, Los Angeles, Calif., is being used in many marine applications.

An air-cooled, 4 cycle, single cylinder, 4.4 hp. auxiliary with rope starter, the "44" may have a power take-off from the crankshaft directly or from the camshaft with 2:1 reduction. A V-belt drive is provided at the opposite end. This engine may be used to power such marine equipment as pumps, generators, compressors, refrigeration units, and freezers.

DOWN TO THE SEA

IN BETTER BUILT SHIPS

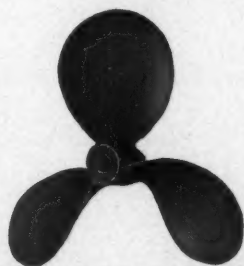
• Expert custom designing, engineering skill and shipbuilding "know how" result in the outstanding performance advantages found in all Sturgeon Bay built ships. Since the war we have produced Trawlers and Draggers for the east coast, Fishing and River Tugs for inland waters and Commercial Tugs for domestic and foreign ports. Let us show you how our ships are *better* built to do a *better* job.



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The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE PROPELLERS



EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

Gets You Back Quicker... EXPRESS Six 330

BACK WHILE THE
ARE STILL

Massive, powerful, as good as it looks, the Gray Express Six-330 continues its popularity in the fishing fleets. It's solid. Note these prime features: sturdy 6-cylinder construction, seven main bearings of cadmium-nickel alloy, individual porting, water between all cylinders, 20-ampere generator, oversize clutch, gear-driven water pump with synthetic rubber impellers, thermostatic temperature control, piston displacement 330 cubic inches, 121 h.p. at 3200 rpm. And if you want still more power, look at the new Express Six-427, identical in design, only bigger.

GRAY

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for all sizes of
Draggers and Trawlers



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Complete Line of Marine Hardware
WESTERBEKE FISHING GEAR CO.
279 Northern Ave., Boston, Mass.
Branch Store and Warehouse at Gloucester

Marine Information Broadcasts Scheduled by Coast Guard

A schedule of marine information radiotelephone broadcasts has been adopted by the Coast Guard and appears in table form below for reference. This schedule of broadcasts includes the regular broadcasts of weather forecasts, notices to mariners, and hydrographic information, as well as emergency broadcasts regarding storm warnings, advisories, and urgent marine information, but does not include the Great Lakes and the inland waters.

All radiotelephone broadcasts will be preceded by appropriate announcements on 2670 kilocycles with the regular broadcasts to follow on 2698 kilocycles and will be made once through at a good writing speed.

Station and call letters	Time (G. C. T.)	Frequency (kc.)	Emission	Nature of broadcast
Rockland, Me. (NOE)	1730	2698	A-3	Regular
	Upon receipt and on even hour intervals...	2698	A-3	Emergency
Boston (NMF)	0348 and 1548	2698	A-3	Regular
	Upon receipt and on odd hour intervals....	2698	A-3	Emergency
New York (NMY)	0400 and 1600	2698	A-3	Regular
	Upon receipt and on odd hour intervals....	2698	A-3	Emergency
Philadelphia (NMK)	0518 and 1718	2698	A-3	Regular
	Upon receipt and on even hour intervals...	2698	A-3	Emergency
Baltimore (NMN-7)	1748	2698	A-3	Regular
	Upon receipt and on odd hour intervals....	2698	A-3	Emergency
Norfolk (NMN)	0430 and 1630	2698	A-3	Regular
	Upon receipt and on even hour intervals...	2698	A-3	Emergency
Fort Macon N.C. (NMN-37)	1718	2698	A-3	Regular
	Upon receipt and on odd hour intervals....	2698	A-3	Emergency
Charleston (NMB)	0548 and 1748	2698	A-3	Regular
	Upon receipt and on even hour intervals...	2698	A-3	Emergency
Mayport, Fla. (NMV)	0500 and 1700	2698	A-3	Regular
	Upon receipt and on odd hour intervals....	2698	A-3	Emergency
Key West (NOK)	0418 and 1618	2698	A-3	Regular
	Upon receipt and on even hour intervals...	2698	A-3	Emergency
St. Petersburg (NOF)	0518 and 1718	2698	A-3	Regular
	Upon receipt and on even hour intervals...	2698	A-3	Emergency
Mobile (NOQ)	0530 and 1730	2698	A-3	Regular
	Upon receipt and on even hour intervals...	2698	A-3	Emergency
Galveston (NOY)	0400 and 1600	2698	A-3	Regular
	Upon receipt and on odd hour intervals....	2698	A-3	Emergency

The Approved All-Purpose Distress Signal

A.P. DAYNITE DISTRESS SIGNAL

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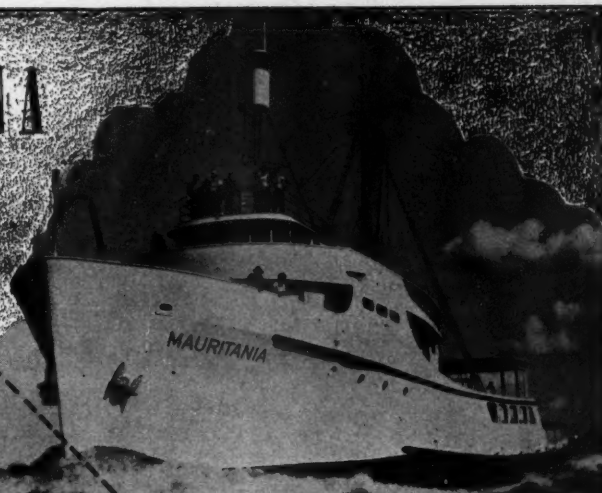
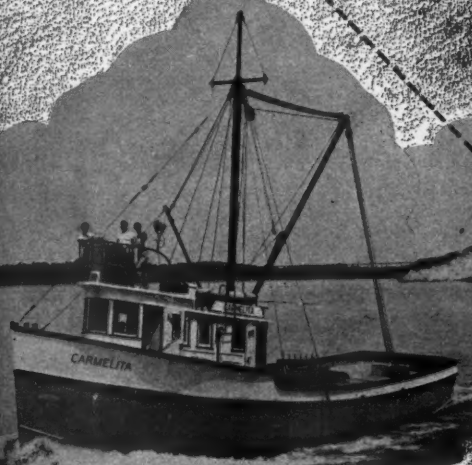


- ★ STANDARD — U. S. Navy and U. S. Naval Air Force.
- ★ STANDARD — U. S. Marine Corps.
- ★ APPROVED by the U. S. Coast Guard for ships, lifeboats and life rafts.
- ★ APPROVED by the Civil Aeronautics Administration as replacement for Very pistol and cartridges.
- ★ SPECIFIED by Air Transport Association for all inflatable life rafts.
- ★ OBSERVED from aircraft in Official U. S. Coast Guard test — 33 miles.
- ★ OBSOLETE pistol-projected, floating and roman-candle type signals.

Hand held. Safe. Dependable.
 Each signal absolutely watertight.
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 40-second brilliant night flare plus 20-second
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 container. Can be seen day or night when overcast would
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By constantly pioneering in improved methods of production, processing and packaging we are helping to create increased consumer demand with better quality seafood products.

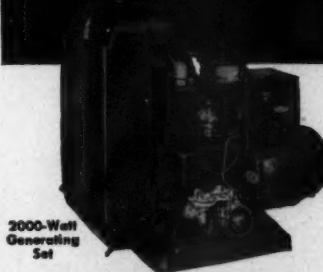
That means a better fish business for everyone from fisherman to retailer.

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PERFORMANCE-PROVED
to meet your requirements. Capacities, 350 to 35,000 watts. Compact, single-unit design, sturdy construction. Give unflinching service even under continuous, heavy-duty operation. A.C. and D.C. types, remote and automatic start. Send coupon for **FREE** literature today!

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Priced far below value of engine alone

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Dealers in Marine and Industrial Equipment
Shipyard — 204 Carroll St., City Island, N. Y. 64, N. Y.
Executive Offices — Empire State Bldg., N. Y. C.
Branch Offices — 301 Bond Bldg., Washington, D. C.

NEW DRAGGER 60' x 17' x 7' 6" LIBERTY BELLE

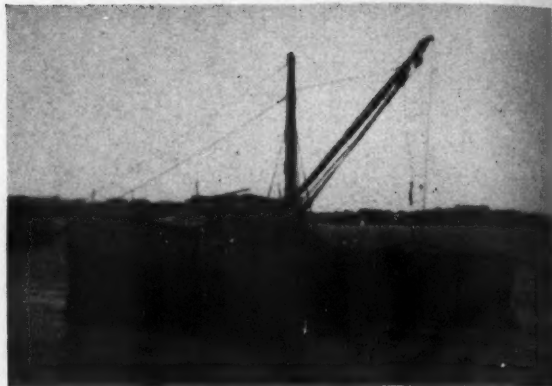


Owners: Henry H. Passion, Edgar W. Francis, Jr., Provincetown, Mass.

Davis Boat Yard McKinley, Maine

Designers and Builders of
Commercial and Pleasure Craft

Harbor Light Cabins Tel. Southwest Harbor 244-2



The 38' fishing boat "Fay G." owned by William Grieb, Jr. of Islip, N. Y. Her 140 hp. Chrysler Royal gasoline engine swings a 34 x 22 Columbian propeller and equipment includes Columbian rope and Gold Medal nets made by Linen Thread Co. She uses Gulf Lubricating oil and is painted with Pettit paint.

New York Shipyard Launches Two Steel Trawlers

The U. S. Shipbuilding Corp. of Yonkers, New York staged a twin launching of the trawlers *Racer* and *Phantom* on July 26. The trawlers are 120' in length, have a cargo capacity of 270,000 lbs. of fish, and accommodations for 17 men. Power will be supplied by Busch-Sultzer engines, rated 520 hp. at 300 rpm.

Officers of the Company announce that these two trawlers are the forerunners of a fleet of ten vessels to be built by the Company at its Yonkers Yards in the next year. Named after old clipper ships, the vessels will fish out of Boston and it is expected that the *Racer* will be in operation late this month.

Menhaden Boat in Test Case

The crew of the bunker steamer *Stephen W. McKeever, Jr.*, owned by Smith Meal Co., Promised Land, Amagansett, recently were arraigned in District Court at Warren, R. I. on charges of taking fish out of Rhode Island waters. The arrests were made in a test case to determine whether non-resident menhaden interests could be prevented from seining in Narragansett Bay.

According to reports the Smith Meal Co. boat is under charter to a Newport, R. I. resident, George D. Lewis, who claims that as a resident of the State he has the right to fish for the menhaden.

Sayville Company Shucking Clams

The Apex Shellfish Co., West Sayville, located on the premises formerly occupied by Frederick Ockers Oyster Co., is buying hard clams of chowder size which it is shucking and distributing fresh. The Company also is buying clams of all sizes for distribution in the shell.

Since taking over the Ockers business two months ago, Apex has planted a sizable number of seed and market oysters.

May Share Dredging Cost

Shoaling of the inlet in Shinnecock Bay is causing considerable anxiety to commercial fishermen. Since the War Department does not seem interested in maintaining it, suggestions have been made that the localities do the job. It has been estimated that dredging would cost \$10,000 and intimated that Suffolk County and the Town of Southampton might stand the expense on a 50-50 basis.

Party Boats Find Good Variety

Long Island party boat operators have been finding a good assortment of fish this Summer, including blues, sea bass, porgies, bonito, weaks and flukes. Because some varieties, such as weakfish have been late in arriving, it is predicted that there will be plenty of fish this Fall. There have been a lot of blues in evidence, and tuna began to show up late in July.

The Sounding-Lead

(Continued from page 9)

\$350,000,000 European relief program were received in Washington in late July. Purchases of fishery products are now handled by the Agriculture Department's Fats and Oils Branch.

FISHERIES RESEARCH—Fisheries research in general will not be a part of the research program of the Agriculture Department, authorized by the Research and Marketing Act of 1946, at least not during the current fiscal year. However, due to the efforts of Senator Saltonstall of Massachusetts, one of the industry's champions in Congress, fisheries will have the support of the Department in securing the lowest possible freight rates. In debate on the Department's appropriations bill, some members of the Senate protested any action which would treat fish and shellfish as agricultural products. Some Senators apparently were afraid such consideration would lead to inclusion of fish and shellfish in the agricultural price support program.

CORDAGE ORDER REVOKED—Effective July 16, the Commerce Department's Office of Materials Distribution revoked the cordage order, M-84, following the decision of Congress not to renew controls over hard cordage and fibers. The revocation eliminates import controls on agave fiber, end-use restrictions on both agave and abaca fibers, and the reporting provisions of the order. Other restrictions originally imposed had been previously dropped.

Exports of abaca and agave products remain subject to the licensing controls of the Office of International Trade, and the RFC's program for purchasing Mexican henequen and Haitian sisal will continue until the end of this year.

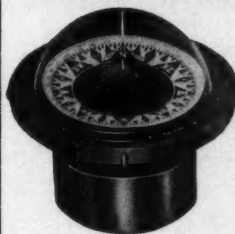
F&WS APPROPRIATIONS—Under the agreement reached by the conferees on the Interior appropriation bill, funds for the Division of Commercial Fisheries were cut from the \$280,700 allowed by the Senate to \$225,000. The full amount of \$125,000 allowed by the Senate for the Fishery Market News Service was granted, and the \$790,000 allowed by the Senate for Investigation of Food Fishes was retained with the understanding that this Division must keep all its biological stations open, operate the research vessel *Albatross III* and allocate \$20,000 for the eradication of sea lampreys in the Great Lakes.

The appropriations will allow collection of fishery statistics from Maine to Virginia, inclusive, with the exception of New Jersey and Delaware. No statistics will be collected in the area from North Carolina to Texas, and the statistical collection program in the Pacific Coast States will have to be reduced.

Market News offices in Boston, New York, New Orleans, Chicago, and Seattle will continue on the present scale, but San Pedro operations will have to be reduced. The Hampton, Va. and Jacksonville, Fla. offices will remain closed, and the number of permanent positions in the Division of Commercial Fisheries will be reduced immediately from 163 to 104.

Technological laboratories in Boston, College Park, Seattle, and Ketchikan, Alaska will be operated on a reduced basis, while all technological work in the Puerto Rico laboratory will have to be terminated.

THE KELVIN-WHITE Spherical COMPASS



the best for any boat, sail or motor, now available in two new models.

● THE "EXPRESS" for power cruisers; with built-in compensator, Polaroid light control, doubles as a pelorus, price \$115.

● THE "CORSAIR" for any small sail or power boat; high performance, low cost, built-in compensator and lighting, price \$31.50.

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STERLING - VIKING MARINE ENGINES

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WITTE DIESEL for Auxilliary

EDSON STEERING GEARS

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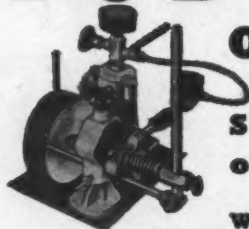
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BUDA NOZZLE TESTERS



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Vineyard Fishing Beset By Odd Conditions

By J. C. Allen

For somewhere in the neighborhood of 20 years we have been shipping in a monthly log to *Atlantic Fisherman*. It hasn't contained much information, advice, wit or other valuable dope, but it has been the score for these bearings where we hang out. In that time we probably have commented several times a year on the acknowledged fact that fishermen as a class do more kicking about things than anyone else. The Lord made 'em that way, we figure, and it always has been so. But suddenly out of a clear, blue sky it occurs to us that, for cripes sake, we are kicking just as bad as any of 'em, and a damned sight worse than some. Maybe it is environment or association, we wouldn't know.

This astounding knowledge hits us squarely between the eyes as we start to cast up accounts for July. For so help us, we doubt if we could find just one solitary thing about the monthly doings that was set up just right.

Fish Plentiful Alongshore

To begin with, we say, and we believe it, that there are plenty of fish alongshore, and a good many in bold water. Every indication points to it. Scup lay chin-deep to a dinosaur and the flukes and sword struck on in season. The striped bass moved in and there were squiteague, sea bass and mackerel, at times. Anyone would suppose that with this sort of set-up almost any man could go out and drag a livelihood out of the drink. Well, some of 'em did. But some of 'em didn't, and here's a few of the reasons why.

We had what was probably the lousiest month of July that has been seen in these bearings since Noah laid his keel. It blew like the devil, and there was a thick fog every night. Every time the fish schooled the porpoises chased 'em chock to the corn fields, and when things broke right for the gang the market went to the devil. And then, brethren, it began to get hotter and hotter. You can take it from us that the fish native to the Temperate Zone prefer a temperate climate and they will have it, by Godfrey, if they have to travel clean to the Bay of Fundy to get it.

The ultimate results of this were simply as follows. The draggers marketed a lot of Summer flukes, which they got inshore. Many of the larger vessels quit dragging and fitted out for sword. Some of 'em landed on fish, but more of 'em chased all over the ocean and got little. Sword don't like excessively hot weather, and they started to work easterly almost as soon as they struck. The heft of the sword taken thus far by Vineyard vessels have been harpooned east of the Island and well offshore.

Traps made a dollar, but they got it in devious ways, as you might say. The average haul was mixed, with occasional pods of butters and mackerel in assorted sizes. So help us, more sizes of mackerel have hit us this season than we ever knew existed. We personally hooked a three-pounder, which is a noble fish. But we likewise got one so cussed small that it could lay under a half-inch ship spike and never show a fin. And we had 'em all the way in between, blinks, spikes and tinkers.

Scup ran about as large as any man ever saw them. Handliners started out and averaged half a ton and better to a two-man boat, in a tide. But things went sour with some of the draggers, and they hit the scup with their twine. It didn't take long to glut the market, and after that the fish didn't seem to bunch up much. There are still plenty of 'em, but they are scattered.

Lobsters Behaving More Normally

Lobsters ran better in this neck of the ocean than they did a year ago. They behaved more normally, too, as reckoned by ancient standards and statistics. There have been plenty of snappers in the pots, but darned few egg lobsters, which is usual. Some snappers with a length of only 3" or less have been taken out of Lagoon Pond, where fry was liberated during the past few years. This is the first proof we have seen in years of observance that the handling of fry paid a dividend.

New Brunswick Herring Large But Scarce

By C. A. Dixon

Sardine herring have been scarce recently, and the fish which have been taken in the Quoddy area have been produced chiefly at Deer Island, Campobello and along the Perry, Me. shore. For a brief period some sardine herring were caught along the mainland shore of Charlotte County and at St. Andrews, but the school disappeared. The herring caught at Campobello are of good quality, but are rather large for sardines except for those required for the four-fish can.

Sales have been brisk and steady, with the price holding at \$15.00 per hoghead. No drop in price is expected even if herring should become plentiful in the Autumn months, which is unlikely. Some of the Canadian factorymen feel that there would be a distinct shortage in supply if the American plants were being operated at capacity.

Rigby Now Senior Inspector

Of interest to fishermen, dealers and officials in southern New Brunswick and adjacent coastal areas in Maine is the recent appointment of Oscar A. Rigby of St. Andrews to the position of senior inspector for the counties of Saint John and Charlotte—a promotion from the position of regular inspector of the St. Andrews district. Mr. Rigby joined the fisheries service in 1920.

J. Richard Ross, an ex-serviceman of the last War, is Mr. Rigby's successor. Mr. Ross attended a one-month preliminary course and later a three-month fisheries officer's training course in Halifax, N. S.

For the last six years the counties of Saint John, Charlotte, Albert and part of Westmoreland were under the supervision of F. E. Justason, who was promoted this Summer to the position of assistant chief supervisor for the Maritime Provinces, with headquarters in Halifax. The district supervisor's office was at Welchpool, Campobello, N. B. for many years, and six years ago it was moved to Black's Harbor. Now the office is at St. Andrews.

Two Collisions Occur

The motor ship *Grand Manan III*, on her way from Saint John in a thick fog, recently collided with the sardine boat *Marion Fay*, owned by Capt. Merrill Griffin of North Head, breaking in the latter vessel's planking and causing water to pour in at a rapid rate. The sardine boat was brailed up alongside the motor ship, and the crew manned the pumps until they reached the port of North Head, Grand Manan, safely.

A second accident occurred near St. Andrews, N. B. recently, when the sardine boat owned and captained by Capt. Willie Cline of Leonardville, Deer Island was struck by a larger boat carrying freight. The Cline boat filled as its stem was torn from the planking, and Capt. Cline lost valuable equipment. He was engaged in running fish for the Seaboard Packing Co., Robbinston, Me.

Welch Plant Being Enlarged

The enlargement of the sardine canning plant of H. W. Welch, Ltd., Wilson's Beach, lends encouragement to many people who find the business a steady source of employment. The firm is adding several buildings and extending its wharf. Onslow Haney, Jr., a former Deer Island man who was first employed by the concern's Fairhaven plant, is superintendent of the Wilson's Beach cannery, while the Fairhaven factory is managed by Victor H. Bradford, Jr.

Inspectors Hold Conference

The first monthly conference since the new provincial set-up was formed in New Brunswick, concerning the counties of Charlotte and Saint John, was held in St. Andrews recently with Senior Inspector Oscar A. Rigby as chairman. All inspectors and patrol boat captains were present, including J. Richard Ross, St. Andrews; J. A. Barry, St. George; K. E. Bates, Black's Harbor; A. G. Doig, Saint John; E. M. Steeves, Campobello; S. K. Ingalls, Grand Manan; D. L. Thompson, Chance Harbor; and A. Robichaud, Campbellton, inspectors; J. Gilmore, North Head, special guardian; and Tom Brown and Howard Zwicker, patrol boat captains.

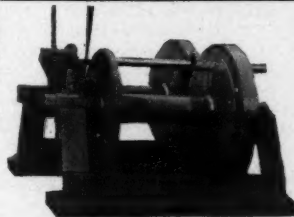
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*R. S. Danforth, 2121 Allston Way, Berkeley, Calif.

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*Chas. D. Briddell, Inc., Crisfield, Md.

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*Kelvin-White Co., 90 State St., Boston, Mass.

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*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

DEPTH FINDERS

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*Bendix Aviation Corp., Pacific Div., 7551 Melrose Ave., Hollywood 46, Calif.
Bludworth Marine, 100 Gold St., New York 7, N. Y.
Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS

*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*R. H. Sheppard Co., 330 Middle St., Hanover, Pa.
*United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.

DISTRESS SIGNALS

*Aerial Products, Inc., Merrick, L. I., N. Y.

ELECTRICAL EQUIPMENT

Electro Dynamic Works, Bayonne, N. J.
General Electric Co., Schenectady, N. Y.
*Motor Ignition Co., 1526 Fairmount Ave., Philadelphia 30, Pa.
*Sperry Gyroscope Co., Inc., Great Neck, N. Y.

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Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.

*Fairbanks, Morse & Co., Chicago, Ill.

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Kermath Mfg. Co., 5896 Commonwealth Ave., Detroit 8, Mich.

The Lathrop Engine Co., Mystic, Conn.
Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.

Mack Mfg. Corp., Empire State Building, New York 1, N. Y.

*Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.

The National Supply Co., Superior Diesels, Springfield, Ohio.

*Nordberg Mfg. Co., Milwaukee, Wis.

*Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.

Palmer Bros. Engines, Inc., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minnesota.

*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

*Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

Gasoline Engines

*Ford Motor Co., 3559 Schaefer Road, Dearborn, Mich.

*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*Nordberg Mfg. Co., Milwaukee, Wis.

ENGINE DEALERS

Benjamin's for Motors, 130 Clinton St., Brooklyn 2, N. Y.

*The Edson Corp., 49 D St., South Boston, Mass.

Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.

Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.

*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.

Southworth Machine Co., 30 Warren Ave., Portland, Me.

*United Dock Corp., City Island, New York 64, N. Y.

*J. H. Westerbeke Corp., 280 Northern Ave., Boston 10, Mass.

EXHAUST SILENCERS

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*Westerbeke Fishing Gear Co., Inc. 279 Northern Ave., Boston, Mass.

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*O. Mustad & Son, Oslo, Norway.

*"Pflueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

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*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.

*A. M. Starr Net Co., East Hampton, Conn.

OILED CLOTHING

*H. M. Sawyer & Son Co., East Cambridge, Mass.

OIL FILTERS

Hamilton Engineering Co., P.O. Box 1893, Boston, Mass.

*Winslow Engineering Co., 4069 Hollis St., Oakland 8, Calif.

OILS

*Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

*Standard Oil Co. of N. J., 26 Broadway, New York 4, N. Y.

OYSTER KNIVES, TONGS

*Chas. D. Briddell, Inc., Crisfield, Md.

PRESERVATIVES

*"Cuprolignum": Robert S. Chase, 195 Marlborough St., Boston 16, Mass.

Megary & Co., 16 E. Lexington St., Baltimore 2, Md.

Unexcelled Chemical Corp., 11 Park Place, New York 7, N. Y.

PAINTS

International Paint Co., Inc., 21 West St., New York, N. Y.

Pettit Paint Co., Belleville, N. J.

PROPELLERS

*Columbian Bronze Corp., Freeport, N. Y.

*Federal Propellers, Grand Rapids, Mich.

*Hyde Windlass Co., Bath, Me.

PROPELLER SHAFTS

*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

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*The Edson Corp., 49 D St., South Boston, Mass.

Marine Products Co., 6636 Charlevoix Ave., Detroit 7, Mich.

Oberdorfer Foundries, Inc., Marine Pump Division, Syracuse, N. Y.

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Bludworth Marine, 100 Gold St., New York 7, N. Y.

Fisher Research Laboratory, Inc., Palo Alto, Calif.

Jefferson-Travis, Inc., 380 Second Ave., New York 10, N. Y.

*Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.

Madison Engineering Co., 14 Pearl St., New York 4, N. Y.

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

*Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

Submarine Signal Co., 160 State St., Boston, Mass.

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 Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
 Radiophone Corp., Los Angeles 15, Calif.
 Radiation Products, Inc., Dept. 20, 1142 Wall St., Los Angeles 15, Calif.
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 Davis Boat Yard, McKinley, Me.
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Bethlehem Steel Co., Bethlehem, Pa.
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Fish Lines

The Charles W. Morgan, last survivor of New Bedford's once world-famed whaling fleet, celebrated the 106th anniversary of her launching from the shipyards of Jethro and Zachariah Hillman at the foot of Hillman St., New Bedford, Mass., in July.

Now enshrined by the Marine Historical Association, Inc., at Mystic, Conn., the whaleship has been undergoing repairs to restore her to original state. A veteran of 37 voyages between 1841 and 1921, the Charles W. Morgan cruised in the Atlantic, Pacific, Indian Oceans, and the Japan and Okhotsk Seas.

Records show that the Morgan sailed more miles and took more sperm oil and whalebone than any other whaler. Conservatively, her gross earnings have been estimated at about \$2,000,000.

18' Sawfish Taken in Trawl

An 18' sawfish with estimated weight of more than 700 lbs., which became entangled in a shrimp net recently was displayed aboard Eduardo Esquitine's shrimp boat in the industrial channel at Port Isabel, Tex. It had been towed from a point three miles off Boca Chica to the Coast Guard pier on the island, where it was killed by rifle fire.

The huge fish caused much damage to the net, which was 56' long, tearing it into two pieces. The carcass, worthless for commercial purposes, later was towed to sea and released.

Red Lobster

A live red lobster, about as rare as the world's eighth wonder, recently was fished out of Cuttyhunk, Mass., waters by Capt. Antone Everett.

In 40 years of lobster fishing Capt. Everett has found only two lobsters deviating from the normal dark green. Six years ago he fished a yellow lobster out of his pots and this time the red.

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Many years ago a quantity of wood stored in a building in Findon, Scotland, caught fire. After the fire, it was found that some haddock in the building had attained a rich, golden brown color and on being cooked had a very pleasing flavor. People liked the flavor so much that this accident proved to be the foundation of a big branch of the food industry. For many years it was sold as "Findon Haddock" but later on the name was shortened to "Finnan Haddie".

Silver Tarpin Caught in Pound Net

A silver tarpin was caught recently by Capt. Eddie Crockett of Yorktown, Va. in a pound net on the ocean side of the Chesapeake Bay. The fish which was about four feet long and weighed about 35 lbs. is similar in appearance to a silver salmon, it was said.

Found mostly in tropical waters, the fish sometimes wanders North, and Capt. Crockett admits having caught several in Chesapeake Bay during the past 25 years. Several years ago he landed one which weighed over 200 lbs.

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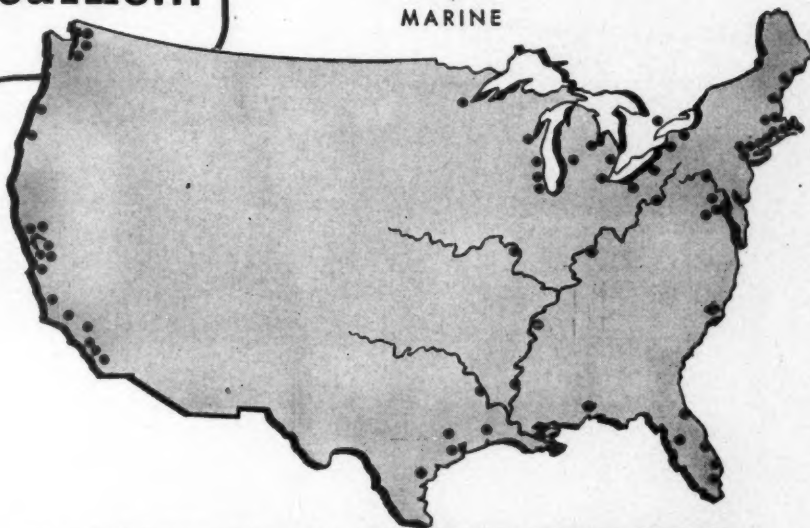
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Kaar Marine Radiotelephones and Direction Finders

The Kaar D-24 Direction Finder is a dependable and precisely accurate navigation instrument, built to withstand the rolling and pounding at sea and the corrosion of sea air. Three band reception gives you listening pleasure as well as safety! The D-24R Direction Finder with Remote loop is designed for installation where cabin space is limited.

Kaar 20, 50, and 100 Watt *Instant-Heating* Radiotelephones feature economy of operation and extremely clear voice reception. *Instant-Heating* means that the average power taken from the battery is cut to a negligible amount. No special power supply needed.

Be safe and sure with Kaar marine radio equipment. Consult your telephone directory for the name of your Kaar dealer.



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LARGEST WEST COAST MANUFACTURER OF RADIOTELEPHONE EQUIPMENT



NOW YOU CAN "SEE" THE FISH

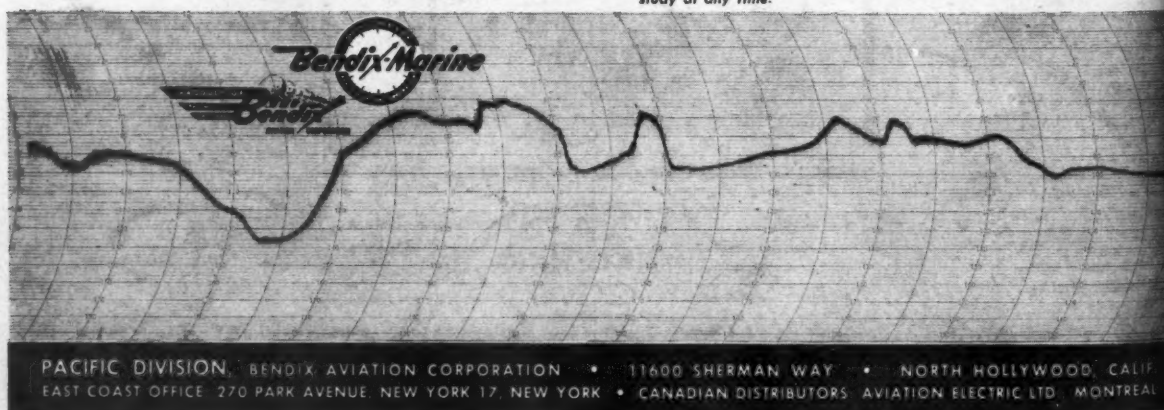
WITH the Bendix installed on his purse seiner "Zephyr" Capt. John A. Burich now can "see" schools of fish that are far below the surface. The Bendix also shows him the pinnacles and hang-ups that must be avoided if damage to nets is to be averted. "This is the first time I've known what the ocean bottom really looks like," is how Capt. Burich puts it.

The accurate, on-the-spot chart which the Bendix produces is giving fishermen like Capt. Burich a new, invaluable aid in their work. There are two big money-making . . . money-saving advantages in owning a Bendix. You can catch more fish because the chart "spots" them for you. And you can save your gear by avoiding the hazards, wherever they are.

This is a section of an actual chart produced by the Bendix Recorder. All undercraft conditions—the profile of the bottom, schools of fish, kelp, wrecks and other hazards are reproduced on the chart as you pass over them. The chart below shows 2 1/8 miles of bottom which you can examine and study at any time.



Photos above show Capt. John A. Burich of the purse seiner "Zephyr" out of San Pedro, with his Bendix Recorder and part of the San Pedro Purse Seiner fleet. The "Zephyr" is at the extreme right.



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